The New-York Times.

VOL. XVI......NO. 4965. NEW-YORK, SATURDAY, AUGUST 24, 1867. PRICE FOUR CENTS.

EUROPEAN INTELLIGENCE.

Advices to Last Evening by Ocean Telegraph.

The Salzburg Treaty Said to be a Complete Failure.

Anticipated Insurrectionary Movements in Spain.

Reported Illness of the Czar Alexander.

Honors to Admiral Farragut and the United States Squadron.

AUSTRIA.

The Results of the Salzburg Conference.

LONDON, Friday, Aug. 23—Evening.

It is rumored, to-day, that the formal treaty concluded at the Conference recently held at Salzburg, between the Emperor NAPOLEON and FRANCIS JOSEPH, for the formation of a South-German Confederation, has proved a signal failure. The Government of Bavaria, it is reported, has replied to the propositions of their Majesties, and positively refuses to join the Bund.

SPAIN.

Anticipated Insurrectionary Movement.

MADRID, Friday, Aug. 23.

A state of siege has been declared in all the Provinces, in consequence of anticipated insurrectionary movements.

RUSSIA.

Reported Illness of the Czar.

ST. PETERSBURGH, Friday, Aug. 23.

It is reported that the Czar, who is now in the Crimea, is quite ill.

Honors to Admiral Farragut and the United States Squadron in Russian Waters.

ST. PETERSBURGH, Friday, Aug. 23.

Admiral FARRAGUT and the officers of his fleet received a grand ovation to-day at Cronstadt from the Russian naval officers. The Grand Duke CONSTANTINE, Admiral-General of the Russian navy, and other dignitaries were present. The utmost good feeling and enthusiasm were manifested.

FRANCE.

Movements of the Emperor Napoleon.

PARIS, Friday, Aug. 23.

His Imperial Majesty on returning from Salzburg, departed for Biarritz.

FINANCIAL AND COMMERCIAL.

Financial.

LONDON, Friday, Aug. 23—Evening.

Consols closed at 94¾ for money.

American securities closed as follows:

Erie Railway Shares........44¾
United States Five-Twenty Bonds........73¾
Illinois Central Railway Shares........77¾
Atlantic and Great Western Consolidated Bonds..21¾

Commercial.

LIVERPOOL, Friday, Aug. 23—Noon.

COTTON.—The Brokers' Circular in its weekly review of the Cotton market, puts the total sales of the week ending yesterday at 59,000 bales, a falling off of nearly half. The market has been very dull owing, in part at least, to heavy receipts from the United States, and a decline of fully ⅛d. ℔ lb. is noticeable on all descriptions. Of the above sales 20,000 bales were taken for exportation, and 1,000 for speculation. The total stock of Cotton in port, and on shipboard at present, according to the best estimates, is 767,000 bales, including 328,000 of American growth.

The market to-day, under the unfavorable advices from Manchester, opened dull, and with a prospective day's business of 8,000 bales. The following are the authorized quotations:

Middling Uplands........10⅜d.
Middling Orleans........11d.

BREADSTUFFS.—The Breadstuffs market is quiet, and quotations are without material change. Oats however, are firmer, and have advanced. Peas have declined 6d. The usual authorities quote as follows; Wheat, 13s. 9d. ℔ cental for new Red Southern. Flour, 34s. for extra Western. Corn, 35s. 9d. ℔ quarter for mixed Western. Oats, 3s. 6d. ℔ bushel. Peas 41s. 6d. ℔ 504 lbs. Barley 5s. ℔ bushel.

PROVISIONS.—The market is quiet and steady. Cheese, 49s. ℔ cwt. for Middling American. Beef, 128s. ℔ bbl. for Extra Prime Mess. Pork, 75s. 6d. ℔ bbl. for Eastern Prime Mess. Lard, 52s. ℔ cwt. Bacon, 48s. 6d. ℔ cwt. for Cumberland Cut Middles.

PRODUCE.—The market for articles of American and other produce is quiet and steady. We quote: Resin, 6s. 4d. ℔ cwt. for Common, and 13s. for Middling. Tallow, 44s. 9d. ℔ cwt; Ashes, 31s. for Pots; Petroleum, 8⅛d. ℔ gallon for Spirits, and 1s. 4d. for Standard White. Spirits Turpentine, 29s. ℔ cwt. Cloverseed, 41s. ℔ cwt. for American Red. Oils quiet at £40 ℔ ton for Iceland Whale, £115 for Sperm and £39 10s. for Linseed. Iron, 53s. for Scotch Pigs. Linseed, 68s. 6d. ℔ cwt. for Calcutta. Linseed Cakes £10 5s. ℔ ton for thin Oblong for feeding. Sugar, 25s. 6d. for No. 12 D. S.

LIVERPOOL, Friday, Aug. 23—Evening.

There are no changes to note in the markets this evening, with the exception of Lard, which has advanced to 52s. 3d.

ANTWERP, Friday, Aug. 23.

Petroleum quiet at 43 francs ℔ bbl. for Standard White.

MARINE NEWS.

Arrivals Out.

SOUTHAMPTON, Friday, Aug. 23—Evening.

The steamship *Baltic*, Capt. JONES, which left New-York on the 10th of August, touched there this afternoon, on the way to Bremen.

QUEENSTOWN, Friday, Aug. 23—Noon.

The Cunard steamship *China*, Capt. HOCKLY, which left Boston on the 14th of August, arrived here to-day on the way to Liverpool.

BY STEAMSHIP TO AUG. 13.

The steamship *Union*, from Southampton on Tuesday, Aug. 13, arrived at this port at an early hour this morning.

The London *Times* says Lord REDESDALE, as Chairman of the Committee of the House of Lords, signalized the approaching close of the present session of Parliament on Saturday, (Aug. 10,) by the usual fish dinner at Greenwich. The Ministerial white bait dinner is fixed for Wednesday next, Aug. 14.

The London *Star* says: "There is one bill on the paper, which, if persevered in, will probably lengthen the session considerably. This is the Parks Bill, the Committee on which is fixed for a morning sitting on Tuesday. We hope and we believe that every form of delay afforded by the rules of the House will be availed of to prevent the passing of this most obnoxious bill. Therefore the session may be prolonged indefinitely. The Government, it is to be hoped, will avoid this by withdrawing the bill."

During the week ending Aug. 10, 33 wrecks have been reported, making for the present year a total of 1,697.

The life-saving raft *Nonpareil* is at present on exhibition at the Crystal Palace. Great interest is shown to view the life-raft on which Capt. MIKES and his two men, GEORGE MILLER and J. MALLANE, crossed the Atlantic.

The *Times* Paris correspondent says: "A pamphlet, which the recent events in Mexico will cause to be read with some interest, has just appeared in Paris. It is entitled 'La Cour de Rome et l'Empereur Maximilian,' and is chiefly occupied with the negotiations between the Holy See and the Imperial Government of Mexico on the situation of the clergy. It contains letters of MAXIMILIAN, and it is evident from these letters that not only was the force placed at the disposal of the Emperor MAXIMILIAN too weak to occupy the country, but that four times the number would not have sufficed. The situation of Mexico and the vicinity of the United States made the conquest of the country absolutely impossible, yet this disastrous expedition which commenced with the defeat before Puebla, and ended with the evacuation of the French army, and finally with the tragedy of Queretaro, has added two to the list of the Marshals of France."

The last returns of the Bank of France show that the metallic reserve has again increased, the augmentation being 17,500,000. The account current of the Treasury shows no appreciable change; private accounts have increased nearly 12,000,000, there being an augmentation of 14,750,000 in Paris. The total amount of the metallic reserve at present is 903,000,000 to 1,149,000,000 of notes in circulation.

The London *Daily Telegraph* says: "From intelligence sent us by very reliable persons at Belgrade, a movement in Bosnia and Herzegovina is expected. For this purpose a committee has been formed in Belgrade, the object of which is to favor and propagate rebellion, or rather insurrection in those parts of Turkey which border on Servia. This committee possesses all the necessary military means, it has unlimited credit with the Servian Government, and is in close relations with all the insurrectionary committees of Romania, Montenegro and Greece."

The same journal says KOSSUTH utterly declines to return to Hungary.

The Paris *Etendard* states that next week an interview will be held at Aix or Chambery between Signor RATAZZI and M. FRENY, on the subject of the conversion of the Church property in Italy.

A telegram has been received in Paris by the Government from M. DANO, the French Minister in Mexico, dated July 20, in which he announces that unless any unforseen event happened, he should be in a position to start for France in a few days.

The *Journal de Paris* of August 12 says that the *Moniteur* of the 15th inst. will contain a letter from the Emperor NAPOLEON, requesting the Minister to introduce at once the reforms which still await adoption by the Legislative Body, and thus establish in effect liberties which at present do not by right exist. The *Presse*, on the other hand, says that the measures contemplated have no political character, the most important of them being for the completion of parochial roads.

The Prefect of the Department of Haute Vienne has been summoned to Paris to furnish explanations respecting some steps which have been taken against a schoolmaster, on account of his having been converted to Protestantism.

The *Patrie* publishes a report that the Cretan affair will soon be arrayed. Crete is to have her autonomy under a Governor, subject to the suzerainty of the Porte. ABD-EL-KADER is mentioned as the possible choice of the Sultan.

A dispatch from Berlin says:

"It is stated in diplomatic circles that Count BISMARCK, when absent, will be represented as Chancellor of the North German Confederation by the Saxon Minister of State."

Her VON SAVIGNY has left Berlin with his family for Kosen.

Several Japanese officers and Japanese merchants have arrived at Berlin from Jeddo.

A telegram from St. Petersburgh says: The "Directors of the Bank of Russia announce that in future they will accept payment for bills either in Russian or in foreign money; the latter according to a fixed exchange."

A telegram from Copenhagen says: "King GEORGE of Greece and the Grand Duchess OLGA CONSTANTINOONA have left for Paris and London. Thence they will return to Copenhagen, and at the end of August they will proceed to St. Petersburgh."

A dispatch from Ostend says: "The King has left for the Isle of Wight on a visit to Queen Victoria. His Majesty will make a stay of five days."

A dispatch from Lisbon says: "A royal decree has been promulgated opening all the ports for the admission of cereals at greatly reduced duties. The decree will continue in force until 31st of December next."

THE PIRATES OF FORMOSA.

Official Reports of the Engagement of the United States Naval Forces with the Savages of the Isle.

WASHINGTON, Friday, Aug. 23.

The following dispatches, detailing the events connected with the recent engagement of the United States naval forces with the savages of the Island of Formosa, have been received at the Navy Department:

[Dispatch No. 53, Series of 1867.]

U. S. FLAGSHIP HARTFORD, (Second Rate,)
SHANGHAE, China, June 19, 1867.

Hon. Gideon Welles, Secretary of the Navy, Washington, D. C.:

SIR: I have the honor to report to the Department that in accordance with my instructions, No. 46, current series, under date of 3d June last, I left Shanghae on the 7th instant in the *Hartford*, accompanied by the *Wyoming*, Lieut.-Commander CARPENTER, commanding, for the south end of the Island of Formosa, to destroy, if possible, the lurking places of the band of savages inhabiting the southeast end or point of that island, and who murdered in March last the shipwrecked officers and crew of the American bark *Rover*.

On the 10th of June, on the passage down, I directed Commander BELKNAP, of the *Hartford*, to have forty sailors armed with Plumsith muskets and forty with Sharp's rifles, and all the marines, with five howitzer-men; and Lieut.-Commander CARPENTER, of the *Wyoming*, to have forty Sharp's rifles, and her marines all properly officered ready to land, provided with forty rounds of amunition and four days' rations and water; in all 181 officers and privates. The service cannot show a better drilled body than these. I stopped on the 12th inst. at Takao, on the Island of Formosa, to obtain an interpreter, and Mr. PICKERING, a Scotchman, who had seen much of the natives, volunteering his services, they were accepted, he declining pay. I also received as my guests, Mr. TAYLOR, a merchant at that port, and H. B. M. Consul, CHARLES CARROLL, Esq., who humanely sent out messengers to communicate with the savages with offers of ransom for all the survivors, if any remained of the unfortunate crew of the *Rover*, and afterward went himself in the British gunboat *Comorant*, Commander GEORGE E. BROAD, to the bay in question, and was fired upon when attempting to land there. These gentlemen having expressed a desire to be of the expedition, next morning, June 13, at 8:30 o'clock, we anchored within half a mile of the shore on the southeast side of the large open bay indenting the south end of Formosa, a somewhat dangerous exposure at this season of typhoons, though a perfectly safe and convenient anchorage during the northeast moonsoon, from October until May. The landing of one hundred and eighty-one officers, sailors and marines, provided with four days' rations and water, was made at 9:30 o'clock, under the command of Commander G. E. BELKNAP, of the *Hartford*, accompanied by Lieut.-Commander ALEXANDER S. MACKENZIE, Fleet Lieutenant, as second in command, who earnestly sought to go on the expedition soon after we anchored. The savages, dressed in clouts and their bodies painted red, were seen through our glasses, assembling in parties of ten or twelve on the cleared hills about two miles distant. Their muskets glistened in the sun, indicating the kind of arms they carried; their movements were visible to us on board during the most of the day. As our men marched into the hills the savages knowing the paths boldly decided to meet them, and gliding through the high grass and from cover to cover, displayed a stratagem and courage equal to our native Indians. Delivering their fire, they retreated without being seen by our men, who charging upon their covers frequently fell into ambush.

Our detachment pursued them in this harassing manner out of sight of the ships until 2 o'clock P. M., when having halted to rest the savages took the opportunity to creep up and fired upon the party, commanded by Lieut.-Commander MACKENZIE, and that officer, placing himself at the head of the company commanded by Lieut. SANDS, daringly led a charge into the ambuscade that was laid for them, and fell mortally wounded by a musket ball and died while being carried to the rear. The navy could boast no braver spirit and no man of higher promise than Lieut.-Commander A. S. MACKENZIE. He was distinguished for professional knowledge, aptitude and tact and suavity of manners which inspired the confidence and affection of the men, while his impetuous courage impelled him along to seek the post of danger where he was always seen in the advance, both a conspicuous mark and an example.

Several officers and men having already experienced severe sunstrokes, and the command being generally exhausted and worn out by their efforts to get at the enemy during four hours' marching, Commander BELKNAP now thought it expedient to regain this picket on the beach, and during this march of two or three miles many of the men got into such a deplorable condition from the killing heat of the sun that the Commander determined to return with them on board of the ship, which he reached about 4 P. M., after an exhausting march of six hours under the sun at 92 degrees. That afternoon the fleet surgeon reported the casualties of the day—one killed, fourteen sunstruck, four of them dangerously. No sailors, indeed no troops unaccustomed to bush life, ever displayed better spirit, but it was apparent that sailors are not adapted to that kind of warfare against a skillful enemy, and that they could be fitted for it only by a lengthened experience. These considerations, together with the prostrated condition of many of the men and officers from sunstroke, and their inability to stand another such day, decided me not to land them again, particularly as they had already done all that was practicable for them, viz.: burnt a number of native huts and chased their warriors until they could chase no longer, though at a grievous cost of life. Their coverts of green jungle and green grass being fire-proof at this season, cannot be destroyed as I had contemplated. I observed a bamboo hut on every clearing, and several buffaloes feeding in the distance, these indicating that the natives are not so wild and ignorant of human comforts as they have been represented. The only effectual remedy against the barbarous outrages on shipwrecked men by this tribe, who are not numerous, will be for the Chinese authorities on the island to occupy this bay with a settlement of their own, protected by a military force, which may be effected through our Minister at Pekin. Having accomplished all that was possible, I got under way at 9 P. M., and returning to Takao on the 14th inst., there buried the remains of the brave MACKENZIE, with the prescribed honors, in the garden of the British Consulate, Mr. CARROLL, the British Consul, having kindly proposed his garden for the grave, there being no public burying-ground at Takao. The Consular flags and those of four merchant ships were worn at half mast, and all the foreigners present joined in the funeral procession.

At 6:30 P. M. on the 14th inst., weighed anchor and arrived at Shanghae to-day, expecting to meet the gunboats coming out to this squadron.

Please receive herewith the detailed report of Commander BELKNAP, marked "A," with the reports of commanding officers of companies, of the occurrences of the 13th of June, marked respectively "B, C, D, E;" also, the report of Fleet-Surgeon BEALE, marked "F," as to casualties.

I am, Sir, very respectfully,
(Signed) H. H. BELL, Rear-Admiral,
Commanding United States Asiatic Squadron.

[Copy.]

U. S. FLAGSHIP HARTFORD, (Second Rate,)
AT SEA, June 15, 1867.

Rear-Admiral H. H. Bell, U. S. N., Commanding United States Asiatic Squadron:

SIR: In obedience to your instructions, delivered on the 13th inst., concerning an attack on the savage tribes living on the southern extremity of the Island of Formosa, I proceeded immediately to carry them into execution, so far as the character of the country, the nature of its inhabitants, and the extreme heat of the climate would permit. On leaving this ship on the morning of the date referred to, I directed Lieut.-Commander J. H. READ, with a company of musketeers, a squad of scouts armed with Sharpe's rifles, commanded by Master W. M. FOLGER, and a portion of the *Wyoming's* detachment, under the command of Lieut. G. D. B. GLIDDEN, to land in the bay, about three-quarters of a mile to the eastward of the place at which I proposed landing, and pushing forward through the jungle to make for the hills bearing away to the eastward in order to flank the enemy and unite with the main body on the summit of the hills. I then pulled into the bay to the northward of the ship's anchorage, and effected a landing without opposition or difficulty, Lieutenant-Commander A. S. MACKENZIE, of your staff, being the first to jump on shore. The marines were immediately thrown out as skirmishers along the edge of the jungle which skirts the coast, and reaches down to within a hundred yards of the beach, and after securing the boats and establishing a strong picket of seamen and marines, provided with a light howitzer to protect the flank, all under the command of Gunner CROSS, of this ship, and Gunner STAPLES of the *Wyoming*, I moved on through the jungle toward the hills to the right of the large black rock indicated in the accompanying plan. This belt of jungle seems to be about a third of a mile in width, and the march through was very slow, circuitous and toilsome; now and then narrow foot-paths or trails would be entered, but they were soon lost in a thick undergrowth of prickly plants and runners, and low branches of a small species of banyan tree, and the men were obliged to force their way through as best they could. As we emerged from the jungle we entered an open space of some ten acres in extent, with a few straggling huts and clumps of bushes scattered here and there over its surface. A little further on the hills could be seen, rising from the plain, broken into spurs with deep ravines between filled with rocks and a thick growth of grass and small trees. Having examined the huts they were fired, and the command pushed on up one of the hills to the right of the large rock marked in the plan. No enemy could be seen except at a great distance on the crest of the hills about us and toward our right, but a scattering fire was suddenly opened upon us from an ambush just below the big rock. We fired a volley in return, and halting a few minutes under cover of some bushes, I divided the command, directing Lieut.-Commander MACKENZIE to remain quiet with his portion of the party until I could make a flank movement to the right, when on a signal given by the drum, he would move on up the hill, and rejoin me. In the meantime, Lieut.-Commander READ had landed with his detachment, and could now be seen on the hills on our right at a distance of about two miles, and an occasional fire of musketry was seen to open on the party from the hills above. Lieut.-Commander MACKENZIE, having rejoined us at the base of the big rock, we kept on slowly up the hill, bearing away toward the right, receiving now and then a fire from the bushes in all directions—some shots close, others from a great distance. Fortunately the enemy fired too high, and most of the bullets passed over us. At one point a volley was poured into us at a distance of not more than a hundred yards, and Lieut.-Commander MCAKENZIE and Lieut. SANDS, advancing with a party of scouts, supported by the main body, charged into the ambush, but the wily foe had fallen back with wonderful rapidity and made known their escape by loud halloos from the thickets beyond. Only occasional glimpses of the enemy could be caught, their presence being generally discovered by sudden shots from the bushes and flashes of sunlight reflected from their bright barreled muskets. At nearly all the points from which we were fired upon I noticed small bundles of bamboo lashed to the bushes at a small angle, seemingly for protection against our cunning and to serve them as marks to guide them from one ambuscade to another. As we advanced, the open space on the hill-side became confined, and rocks, bushes, and dense jungle and ragged ravines afforded increasing facility and shelter to the savages and gave us no hope or chance of getting at them. About a mile or more above the big rock already mentioned, the men had become so much exhausted from the march and the intense heat of the sun that I ordered a halt and entered a belt of jungle to give them a little shelter and rest. Lieut.-Commander MACKENZIE and Lieut. SANDS, with a party of scouts, were posted in a small thicket above and to the left of the main body, and a strong picket of marines occupied another clump about a hundred yards below the other party. These outposts, together with the position of the main body, making, as it were, the angles of a triangle. These pickets being established, I sent for Lieut.-Commander MACKENZIE, the second in command, to consult with him concerning a further advance. He had been with me about twenty minutes when firing was heard in the direction of the advance picket, and he hurried back to the front. Meanwhile, Lieut. SANDS had returned the fire, and was charging toward the spot where the enemy lay concealed, when Lieut.-Commander MACKENZIE coming up, ordered a halt. The moment the latter reached the head of the line he ordered a fresh advance, himself leading. During this interval the main body had come out of the jungle, and were pushing on to the support of the picket line, when I heard the cry, "a man wounded; send for the doctor!" I called out for Dr. PAGE, who went to the front, and soon after brought Lieut.-Commander MACKENZIE, lying wounded in a blanket, near the spot where I was standing, and, by my order, carried him further back to the rear. The spot from which these shots came was backed by a deep ravine, and immediately to the rear of the jungle came down on all sides, so that further advance in that quarter would but have exposed the command to the risk of continued loss without any means or hope of retaliating upon the enemy. The men, too, were beginning to show fatigue and symptoms of sunstroke, and considering the difficulty of moving either way incumbered with sick and wounded men, I determined to fall back. I accordingly ordered a retreat. Sending the main body ahead, and falling back slowly, covered by the scouts under command of Lieut. SANDS. A short distance down the hill Lieut.-Commander READ joined me with his party, and was directed to fall back with the main body, a party of carbineers, under Mr. FOLGER, remaining with Mr. SANDS. Mr. READ had destroyed several huts on the route we had taken, but failed to accomplish any other object of the expedition. We were fired at from several places on the way down the hill, but happily no other shots took effect. Before we reached the plain word was sent me of the death of the gallant MACKENZIE. Upon entering the jungle fringing the coast, the different squads and companies took different routes to guard against ambush, and our progress was slow and fatiguing, particularly to the men who carried the remains of the lamented MACKENZIE. Arrived at the beach, I deployed the marines along the edge of the jungle to guard against surprise, and sent the body on board ship the moment the boat could be got ready. It had been my intention to remain on the shore, and attempt an ambuscade in the jungle during the night, but I found both officers and men so much worn out from exertion and extreme heat of the day, that I concluded to embark the entire command and return to the ship. Captain FORNEY, of the marines, and Mate BROWNELL, of the *Wyoming*, and a dozen or more of the men, were already prostrated with sunstroke, and I feared other cases might occur before nightfall. The route over which we passed was entirely destitute of cattle, fruit, vegetables, or any other eatable thing, and we had seen only two or three pools of dirty stagnant water, unfit for any one but a savage to drink. That part of Formosa is extremely well adapted to Indian modes of warfare, and the burning heat of the sun at this season of the year is a greater help to the savage even than his cunning and cruel mode of fighting, or perfect knowledge of every foot of ground over which he ranges.

The officers one and all gave me a hearty and efficient support, and the men did their duty cheerfully and steadily.

The following are the names of the officers who went in the expedition, viz: Lieut.-Commander A. S. Mackenzie, of your staff; Lieut.-Commander J. H. Read; Lieut. J. H. Sands; Master Wm. Folger; Master H. Elmer; Capt. Jas. Forney, U. S. M. C.; Assistant Surgeon C. H. Page; Gunner, R. H. Cross: Admiral's Clerk, Louis Parker and Commander's Clerk, A. C. Driggs, of this ship, and Lieut. G. D. B. Glidden; Mate, G. V. Brownell, and Gunner, J. G. Staples, of the *Wyoming*. The British Consul at Takao, Formosa, Chas. Carroll, Esq., and Messrs. Taylor and Pickering, English subjects residing at that place, accompanied the expedition as volunteers, and rendered good service, being generally at the front. Mr. Taylor went to the assistance of Lieut. Mackenzie, when the cry of "a wounded man," was heard.

The following-named men deserve special mention for the faithful manner in which they remained by the body of the lamented dead, and brought it safely through the jungle to the boats, viz.: JOHN KELLEY, Captain of forecastle; ROBERT KNIGHT, Armorer; JAMES FRANKLIN, Boatswain's Mate; WM. WHITE, Captain of foretop; JAMES MCGUINNIS, Ship's Corporal; JAMES CUNNINGHAM, seaman, and JOHN M. SMALL, ordinary seaman. One of them (WM. WHITE) dropped down from exhaustion and sun-stroke the moment he reached the beach.

The gallant dead needs no tribute from me. That solitary grave in the grounds of the British Consulate at Takao speaks a language more eloquent and touching than human utterance can express. No one knew the worth, the high-toned character and professional ability of the deceased better than yourself, and I but give expression to the general feeling when I add that in him the service lost one of the brightest ornaments, and the country one of its most zealous and gallant defenders.

I inclose a sketch of the routes taken by the expedition, also reports from Lieut.-Commander J. H. READ, Lieut. SANDS, Assistant Surgeon C. H. PAGE and Capt. FORNEY.

I found the soundings from the ship to the shore to decrease regularly and gradually, and the beach quite steep, too; but large, flat rocks could be seen on the bottom here and there, which would make a dangerous sea for boats in a southerly wind. I could discover no traces of human beings or remnants of clothing worn by civilized people in any of the huts we destroyed, or in any part of the country over which we passed. On our return through the jungle skirting the coast we struck into the bed of a dry stream, when nearly through, which doubtless runs with good water during the northeast monsoon, which would be of great advantage to a force operating there during the Winter months. Very respectfully, your obedient servant,

(Signed) GEO. E. BELKNAP, Commander.

UNITED STATES FLAGSHIP HARTFORD,
AT SEA, June 17, 1867.

SIR: In obedience to your order, I have the honor to submit the following report of the movements of the men under my command, at South Cape, Island of Formosa, on June 13, 1867. The column consisted of the following detachments, viz.: Twenty men from the *Wyoming*, under command of Lieut. GLIDDEN; sixty-two men from the *Hartford*, under command of Master HORACE ELMER, and a skirmish party of ten picked men from the *Hartford*, under command of Master W. W. FOLGER—total, ninety-four men, five of them being equipped as pioneers.

On reaching the place designated by you for our landing, the boats were beached, and the skirmishers under Mr. FOLGER deployed to the front. The line of battle was quickly formed, and after mooring the boats 200 yards from the beach, we took up our line of march for the interior, striking for the high range of hills that lay about two miles from the shore line. The march was painful and tedious, owing to the dense jungles of cactus and rose vines which covered the soil. But, after a tramp of two hours, we gained the hills and destroyed several small houses which had very lately been abandoned. Shortly afterward several small parties of savages were seen on the hill-tops in our front, who fired at long range upon our skirmish line, but quickly retreated upon their fire being returned. In this manner they kept up a sort of running fight, retreating from one hill-top to another, never allowing our skirmishers to appear nearer than eight hundred yards for about one hour. But this chasing over rugged hills through almost impassable chaparral and under a scorching tropical sun, soon told on our men, and, after giving them a short rest, I turned the column to the left in order to join your command, in obedience to my original orders. The main body was at this time about one mile distant, and our march to join it was the most painful of any during the day, many of the men dropping down with sun-stroke, requiring to be helped along by their comrades. Upon coming up with you, the commands were consolidated, and the rest of the movements took place under your eye, which makes it unnecessary for me to report further.

I am happy to be able to say that all the officers and men behaved gallantly, the skirmish party, under Master W. N. FOLGER, having the hardest marching, and being the only ones that were annoyed by the savages. Very respectfully, your obedient servant,

J. H. READ, Lieutenant-Commander.

To Commander E. E. BELKNAP, commanding United States steamer *Hartford*.

UNITED STATES SHIP HARTFORD AT SEA,
June 15, 1867.

SIR: The following is a memorandum of circumstances attending the death of Lieut.-Commander A. S. MACKENZIE, as far as I am able to state. At about 2 o'clock P. M. on the 12th inst., Mr. MACKENZIE called for volunteers from the *Hartford*, and I joined him with the ten or twelve men then under my command in answer to his call. We were stationed behind a clump of bushes to keep a lookout for the enemy. A few minutes after we had taken our position Mr. MACKENZIE was sent for by you, and I was left in charge of the party. At about 2:30 P. M. we were fired on by the enemy who had got on our flank through the undergrowth, and I order a charge and returned their fire. As soon as the firing commenced Mr. MACKENZIE ran up to head the party and ordered a halt for that purpose, before we had advanced more than thirty yards. As soon as he had reached the front he ordered an advance, and was leading the attack when we were fired on by another party at a distance of about seventy-five yards. The enemy fired five or six shots at once, and it was one of these that struck Mr. MACKENZIE. I did not know that he was seriously hurt, and left him walking to the rear to meet the doctor, who was coming up at the time. We fired two or three volleys at the enemy and drove them back, but before we had advanced more than fifteen yards further, I received the order to fall back, and it was not until ten minutes after that I learned that Mr. MACKENZIE was mortally wounded. To reach the enemy we charged across a gully filled with long grass, which impeded our movements, and ahead of us still there was a ravine backed by dense undergrowth. It was impossible to tell the position of the enemy until we saw the smoke of his pieces, and we were obliged to fire at the flash. We were in plain sight, an open mark for the enemy, while they were hid in this undergrowth, into which we could not see ten feet. Very respectfully,

(Signed) J. H. SANDS.

To Lieut.-Commander E. E. BELKNAP, United States ship *Hartford*.

U. S. FLAGSHIP HARTFORD,
AT SEA, June 17, 1867.

SIR—I have the honor herewith to submit a brief report of the part taken by the marines on the 13th inst. on the island of Formosa. On first landing, by your order, I took charge of twenty marines deploying them forward as skirmishers. A dense and almost unpenetrable thicket of bush prevented the men from advancing very rapidly. I penetrated with them to a creek about half a mile from the beach without meeting with any of the enemy and was then recalled for further orders. You then instructed me to leave a Sergeant and five men on the beach and to advance with the main body headed by yourself. In consequence of all further operations coming under your own observations I have nothing further to report, except that the men behaved gallantly and deserve credit for the manner in which they marched over such a rough and hilly country, and under such intense scorching heat. Ordnance Sergeant GOLLERMEYER was of great assistance to me during the entire day and deserves favorable mention. A few of the men were struck down by the oppressive heat of the sun but were not seriously injured, and are now doing their usual duty.

The entire number of marines on shore was 43, 31 of whom were from this ship and 12 from the *Wyoming*. I have to report the loss of one Springfield rifle; I think this rifle is on board of the *Wyoming* by mistake; one fife, one musket-sling and two canteens.

Very respectfully, your obedient servant,
JAMES FORNEY,
Captain United States Marine Corps.

Commander G. E. BELKNAP, commanding United States Ship *Hartford*.

UNITED STATES FLAGSHIP HARTFORD,
At Sea, June 15, 1867.

SIR: In accordance with your request I have to report the circumstances attending the death of Lieut.-Commander A. S. MACKENZIE, of the United States ship *Hartford*, during a skirmish with the natives of the southern extremity of the Island of Formosa, upon the 13th of June, 1867. The main body of the troops with which Lieut.-Commander MACKENZIE was connected landed at about 10 o'clock A. M., and proceeded into the interior of the country about four miles, and had halted for rest and shade, in the border of a dense jungle, at about 2 o'clock P. M., with a detachment of ten men under the immediate command of Mr. MACKENZIE, thrown out to one side to watch the movements of the enemy, who had been firing upon us. Soon after halting Mr. MACKENZIE was called into the jungle by the officer in command, for a consultation as to movements, and during the consultation the enemy recommenced firing. Mr. MACKENZIE rushed to the head of his men, and in about two minutes I heard the cry of "Doctor! Doctor!" and immediately proceeded to the front, where I found Mr. MACKENZIE failing with his left hand on his right breast. I caught him by the coat collar and asked him where he was wounded, at the same time, with what help I could get, dragging him to the rear as rapidly as possible. In reply he looked up at me, moved his hand on his breast a little higher, and only said "PAGE—PAGE—PAGE—I'm dead!" and ceased to live at about 2:30 o'clock P. M., and about three or four minutes from the time he was wounded. The wound was round, smooth, of about an inch in diameter, penetrating deeply the upper anterior and middle portion of the right chest, just below the collar bone, with no external hemorrhage of importance.

Very respectfully your obedient servant,
CHARLES H. PAGE, Assistant-Surgeon.

Commander GEO. E. BELKNAP, U. S. N., commanding U. S. steamer *Hartford*.

UNITED STATES FLAGSHIP HARTFORD,
SOUTH BAY OF FORMOSA, June 13, 1867.

SIR: I have the honor to report that the following casualties occurred among the officers and men of this ship to-day, on shore, in the affair with the savages of this part of the island, viz.: A. S. Mackenzie, Lieutenant commanding, killed; Gorge E. Belknap, Commander, sun-struck, severely; James Forney, Captain Marines; William White, Captain Foretop; William Jackson, ordinary seaman; Joseph Quinton, seaman; Philip Worristoffer, seaman; John H. Earle, ordinary seaman; Edward Forest, landsman; Martin Finnerty, ordinary seaman; Eugene Sullivan, Thomas Savage, landsmen; George K. Mills, John Hynes, ordinary seamen, sun-struck; Wm. Conner, marine, contusion. Numerous other cases of exhaustion from the heat and over fatigue presented themselves on the return of the expedition to the ship; but as they went to duty almost immediately, I have not thought proper to include them in the above list. I will remark, however, that the men generally, when they came back to the ship, presented a most exhausted and broken down appearance.

Very respectfully, your obedient servant,
J. BEALE, Surgeon of the Fleet.

Rear Admiral H. H. BELL, Commanding United States Asiatic Squadron.

P. S.—I would also state that mate BROWNELL, of the *Wyoming*, was also brought on board this ship in a state of delirium, following heat and exhaustion, but that he recovered sufficiently in the course of a couple of hours to be sent to his own ship.

THE CONSTITUTIONAL CONVENTION.

Fifty-seventh Day's Proceedings.

ALBANY, Friday, Aug. 23.

The Convention met at 9 o'clock. Several petitions were presented and referred.

REPORTS.

Mr. RATHBUN, from the Standing Committee on the Powers and Duties of the Legislature, submitted a report on that subject. It provides that the sessions of the Legislature shall be held biennially only, commencing on the first Tuesday in January, 1868, and on the same day every second year thereafter. The Governor may call special sessions, but no subject shall be considered except those mentioned in his proclamation calling the Legislature together. No bill shall be introduced into either House during the last five days of the session.

After a bill has been finally rejected by either branch of the Legislature, no bill or joint resolution containing the same substance shall be passed into a law during the same session. On the day of final adjournment the Legislature shall adjourn at 12 o'clock noon.

It prohibits the Legislature from granting any appropriations to charitable institutions, except those owned and controlled by the State. It also forbids the bonding of towns, cities or villages, for any corporation or association; forbids the loaning the credit of the State to any corporation or association; forbids the auditing or allowing any private claim or account against the State, or to pass any special law in relation thereto, except to appropriate money to pay such claims as shall have been added according to law.

It provides for a Court of Claims to consist of three Judges, to be appointed by the Governor and Senate. No property to be exempt from taxation, except churches, burial-grounds, free colleges and academies, and common school property. No railroads to be hereafter constructed in any city or village without the consent of the local authorities and one-half of the property owners on the streets through which it shall pass, the franchise to be put up to the highest bidder, and the proceeds to go into the village or city treasury, where the road is to be located; forbids the passage of laws suspending specie payments; declares that no bill for a local or private purpose shall be introduced in the Legislature without publication in the State paper for twenty days before the commencement of the session, and no such bill shall be introduced except the first sixty days of the session, and forbids the passage of local or special laws except in certain cases.

RESOLUTIONS.

Mr. CHAMPLIN called up his resolution against ceding to the United States lands except for mail, military or naval purposes, and in such cases only upon the express condition that the right is reserved to execute the civil and criminal process issued under State authority on such ceded territory, and also the writ of *habeas corpus* in behalf of any person therein imprisoned or restrained of liberty.

Mr. CHAMPLIN proceeded to discuss the necessity of asserting the right of *habeas corpus* over every foot of territory belonging to the State, and urged that the Committee on the Bill of Rights be instructed to include this principle in their report.

Mr. AXTELL moved to lay the resolution on the table.

Motion carried.

Mr. S. TOWNSEND moved that the Committee on Revision be instructed to amend the article referred to them yesterday, so that nothing in it contained shall prevent the people of the several cities, towns, villages or counties from loaning their credit to local works of public utility, providing, a majority of the electors of the district, at a special election, shall agree to the same; and provided said loan shall not exceed, with existing liabilities, one-fifth of the value, as shown by the most recent assessment, of personal and real estate. Laid on the table.

Mr. AXTELL moved that the Committee on Revision be instructed to strike out the section adopted yesterday, forbidding towns, villages and cities from loaning their credit. Tabled.

Mr. GROSS moved to instruct the Committee on Revision to strike out from the article on the organization of the Legislature, &c., the words, "except aliens," wherever they occur. Tabled.

Mr. GREELEY moved to so amend the rules as to strike out everything relating to the Committee of the Whole. Tabled.

Mr. REYNOLDS moved that the Committee on Revision be directed to insert in the article on town and county officers, some provision under which county treasurers shall be subject to the same conditions as regards security for the performance of their duties and removal for malfeasance, as is provided in the first section of said article for the officers therein named. Adopted.

Mr. KRUM moved that the Committee on Revision be instructed so amend the article on town and county officers, so as to provide for the appointment and removal of County Treasurer by the Board of Supervisors. Lost.

Mr. BICKFORD moved that the Committee on Revision be instructed to amend the section prohibiting towns, cities and villages from issuing bonds of credit so as to make it inapplicable to railroad corporations. Tabled.

Mr. LOEW moved that the Committee on Revision be requested to amend the section relative to town and county officers, so that Registers of Deeds, elected in certain counties, shall be required to give adequate security.

Mr. KRUM moved to instruct the Committee on Revision to add to the section prohibiting towns, villages and cities from issuing bonds, the following: "This section shall not apply to any company or corporation in existence at the time of the adoption of this Constitution.

Mr. GREELEY moved that the Committee on Revision be instructed to amend the article on the organization of the Legislature so as to deduct from the pay of each member who shall be absent without leave, $10 per day. Tabled.

The Convention went into Committee of the Whole on the report of the Committee on the Pardoning Power, Mr. SCHOONMAKER in the Chair.

Mr. T. W. DWIGHT moved to amend as follows: "There shall be a Board of Pardon, to consist of five members, two of which shall be Judges of Courts of Record or of citizens who have been such; they shall be appointed for five years by the Governor and Senate; no pardon to be granted without the consent of at least three members of the Board; a written report for the action of the Board to be given in each case."

Mr. GREELEY moved to amend that the surviving Ex-Governors of the State shall constitute a Council of Pardon, and shall meet statedly at the capital on the first Wednesdays in January, April, July and October in each year, and as much oftener as the Governor shall require them to counsel and advise him on the subject. A journal shall be kept of all such proceedings. It shall be the duty of the Governor to pardon all persons whom three-fifths of the Council shall officially testify are, in their judgment, entitled to such pardon.

P. W. DWIGHT advocated his amendment. It had been suggested by Prof. LIEBER and others of the Prison Association, which had given this subject much attention.

Messrs. POND, LEE and PRINDLE explained the objects of the Committee on incorporating the article. The whole subject had been carefully examined, and several of the Ex-Governors and the present Governor had been conferred with. After the fullest research the Committee had concluded to report the present Constitution as the best and safest mode that could be adopted. They had concluded to leave the whole matter with the Governor, as at present, as the safest depository of that power.

Mr. GREELEY'S amendment was lost.

Mr. GOULD moved to amend that "no pardon shall be granted until it shall have been submitted to a board appointed by law for that purpose, and written reasons shall be given therefor.

Without coming to a vote the Convention adjourned to Monday evening at 7 o'clock.

Gov. Fenton in Boston—An Impromptu Encampment.

BOSTON, Friday, Aug. 23.

GOV. FENTON and daughters, with Gen. POMPET and Col. LIBENAU, arrived here last night from the White Mountains. To-day they are visiting all places of public interest. They leave for Albany to-morrow.

GOV. BURNSIDE, of Rhode Island, is in Boston to-day.

Twelve or fifteen hundred people, about one-half women and children, remained at the encampment of the First Brigade on Strawberry Hill last night, owing to insufficient steamboat conveyance to bring them away. The cold, heavy rain-storm prevailing caused them much discomfort, Gov. BULLOCK remained in camp over night.

THE PLAINS.

Reports from the Indian Tribes—Chiefs to Meet the Peace Commissioners.

ST. LOUIS, Friday, Aug. 23.

Western dispatches report everything quiet at Fort Hays, but rumors were afloat that the Kansas military were cut off from the fort by the Indians. Major LEE, of the Ninety-ninth Cavalry, left Fort Harker yesterday for Fort Wallace with part of his command. Gov. BUTLER, of Nebraska, who has just returned to Omaha from Big Blue County, reports that eleven men have been killed there by the Indians, twenty-four horses stolen and fifty-four farm-houses deserted. A company of militia has been organized protect the settlers.

SPOTTED TAIL, with his band has gone on a peace mission as well as on a buffalo hunt. He will bring with him from the war-path the representative Chiefs of the Sioux and Cheyennes, to meet the Peace Commissioners at Fort Laramie.

Over fifty-two thousand acres of land were entered at the Omaha Land Agency during the month of July.

Another Account of Major Powell's Fight with the Sioux.

JULESBURG, Colorado, Aug. 23.

Judge KINNEY, of the Special Indian Commission, has arrived from Fort Phil Kearny. He confirms the report of the fight between Major POWELL and Sioux on the 2d inst. Major POWELL was not killed as was reported. He fought three thousand Indians three hours, with only twenty-nine men concealed behind a corral. Lieut. JENNESS and five soldiers were killed. The Indian loss was two thousand.

It is also reported that the Crows are friendly.

The National Labor Congress at Chicago.

CHICAGO, Friday, Aug. 23.

The National Labor Congress reassembled at 9 o'clock this morning.

The question of negro labor was taken up, and after some discussion was recommitted to the Committee.

The Treasurer presented his report, which was referred to a Special Committee.

A report from the Committee on Public Lands caused a lengthy and spirited discussion, in which the members generally participated.

The most important feature of the report is a resolution that the Government should give, not sell, the public lands to actual settlers, and to no others. The report was finally accepted.

The report of the Committee on Labor Organization was next taken up and adopted after being slightly amended.

The Committee on apprentice's labor presented a series of resolutions looking to the passage of laws by Legislatures regulating the relation of employers and apprentices, and for the protection of the rights of both parties. The report was adopted.

In the afternoon session the President was authorized to employ lecturers in the reform movement whenever he should deem it best. He was also instructed to issue circulars on the 1st of November to the organizations composing the Union, requesting them to state whether a national labor ticket shall be placed in the field at the next Presidential election, and if so, who their candidate should be; and if a majority be in favor of issuing such ticket, the President is to announce it and the candidate who has received the majority of votes of the organization.

The election of officers was next proceeded with, which resulted as follows:

J. C. WHALEY, Washington, reëlected President.

Mr. GIBSON, of Connecticut, was chosen first, and Mr. TUCKER, of CINCINNATI, second Vice-President.

Mr. SMEGLESS, of Pennsylvania, was chosen Recording Secretary, and Mr. HINCHCLIFF was reëlected Treasurer. RICHARD TREVELECK was elected delegate to Europe.

The Convention will adjourn to-morrow, to hold their next annual meeting in New-York.

The Scientific Meeting in Vermont—Continuance of the Discussions.

BURLINGTON, Vt., Friday, Aug. 23.

Yesterday afternoon the Scientific Association, Section A, mathematics and physics, met in the Court-house, Prof. ROOD, of Columbia College, presiding, Prof. NEWCOMB, of Washington, Secretary. Prof. G. A. HOUGH, of Dudley Observatory, delivered discourse on meteorology and the results deduced from the new method of registration. Remarks on the subject were made by a number of professors. G. W. COFFIN, of Lafayette College, Easton, Penn., discussed the theme of the "Laws of Winds." He was followed by Prof. LOVERING, who discussed the "periodicity of the Aurora." Mr. ELLIOTT read a paper on the occupations of population classified. Prof. ROGERS, of Alfred, New-York, read a paper on "the determination of Latitude from observations Prima Vertical." Prof. TILLMAN, of New-York, read a paper on "new diagrams and derivative symbols illustrative of the characteristics of chemical elements."

Section B, Natural History and Geology, met in the City Hall at the same hour, Prof. DAWSON, of Montreal, Chairman. L. H. SCUDDER, of Boston, read a paper on the study of the "Orthoptera of North America." GEO. L. VOSE, of Maine, read a paper on the "Traces of ancient Glaciers in the White Mountains." Prof. MARSH, of Yale College, read a paper on the "Origin of Signilitis or Epoomitis." Hon. L. E. CHITTENDEN, of New-York, read notes on the "distribution of Lamnaea Magesoma and cognate genera." The meeting then adjourned. The attendance has been large and the exercises interesting.

Affairs at Fortress Monroe—The Ram Stonewall—Casualty in a Circus.

FORTRESS MONROE, Friday, Aug. 23.

The ram *Stonewall*, after adjusting her compasses, returned to Norfolk this morning to make a change in her steering gear.

During the performance of ROBINSON'S circus at Norfolk last night, a portion of the seats gave way, precipitating two hundred persons to the ground and mixing them indiscriminately. Intense confusion prevailed, and three ladies were seriously injured, and a number of children received contusions but none were fatally injured.

Sale of Liquor in Vicksburg—Military Order.

HEADQUARTERS POST, VICKSBURG, Miss.,
Aug. 16, 1867.

GENERAL ORDERS, No. 43.—In compliance with General Orders, No. 9, Headquarters Sub-District, Miss., Aug. 14. 1867, all saloons and other places where intoxicating liquors are retailed must be closed from each Friday evening, at sunset, until the succeeding Monday, at sunrise,

By command of Capt. R. H. GRAY.
PETER ENGLES, 2d Lieut, 24 Inf., Post-Adj't.

Affairs in Canada—Government Reward for Incendiaries—The Elections to the First Parliament.

TORONTO, Canada, Friday, Aug. 23.

The Government offers $1,000 reward for the discovery of the incendiary who fired the coal-oil store at Montreal, recently, by which 10,000 barrels of oil were consumed.

The elections to the first Parliament of the Dominion commence next week. There is considerable stir among the politicians, and an exciting time is expected.

Suicide and Fire in Buffalo.

BUFFALO, N. Y., Friday, Aug. 23.

A German named FREDERICK SCHWALD committed suicide last night by shooting himself in the mouth with a pistol.

The building known as Huff's Hotel, No. 85 Main-street, was destroyed by fire about 5:30 o'clock last evening. It was occupied as a store and tenement house. The loss is about $30,000; partly covered by insurance.

Registration in South Carolina.

CHARLESTON, S. C., Friday, Aug. 23.

Four hundred and fifty-six persons were registered to day, of whom 219 were whites, and 237 blacks.

Mr. Buchanan's Health Improving.

PHILADELPHIA, Friday, Aug. 23.

The health of Ex-President BUCHANAN is improving, and he will probably be able to start for his home at Wheatland to-day.

A Virginian Shot by a Clergyman.

RICHMOND, Va., Friday, Aug. 23.

CHARLES STUART was shot and killed night before last by Rev. ROBERT GRAY, in Pulaski County. Mr. GRAY was in a house, barricaded to resist a mob of negroes who had gathered around it, and shot STUART by mistake.

The Carbon Hill Coal Mines were sold at auction to-day for $20,000 to JOHN T. DALY, of New-York.

Honors to the Late United States Minister to Sweden.

POTTSVILLE, Penn., Friday, Aug. 23.

Hon. JAMES H. CAMPBELL, late Minister to Sweden, just arrived home, was this evening serenaded at the American House. A large and enthusiastic crowd was present and eloquent speeches were made.

Postponement of the Hartford Races.

HARTFORD, Conn., Friday, Aug. 23.

The heavy rain yesterday and to-day renders necessary another postponement of the last day's races of the Hartford Horse Fair. If pleasant on Monday next, the programme assigned for to-day will be carried out, commencing at 10 A. M.

Marine Disaster in the Gulf of Campeachy.

NEW-ORLEANS, Friday, Aug. 23.

The schooner *Lottie Weels*, of Mobile, went ashore on the 19th inst., during a gale, between Frontera and San Pedro, in the Gulf of Campeachy. No lives were lost.

Destructive Fire at Oil Springs, Canada.

OIL SPRINGS, Canada, Friday, Aug. 23.

The Hartford oil-refinery caught fire at noon to-day and was totally destroyed. A man named HUTCHINSON was burned to death. The loss on the refinery is $6,000, besides 800 barrels of oil.

Railroad Casualty—Two Men Killed.

WASHINGTON, Friday, Aug. 23.

There was an accident on the Annapolis Railroad last night, caused by the washing away of a culvert, whereby the engineer and fireman were killed, and Conductor HAMMOND severly injured, several of his ribs having been broken.

Base Ball Matters in New-England.

BOSTON, Friday, Aug. 23.

The Harvard Base Ball Club, being unable during vacation to accept the challenge of the Lowell Club, has surrendered the Silver Ball and Championship of New-England to the latter.

Death of an Aged Shipbuilder in Philadelphia.

PHILADELPHIA, Friday, Aug. 23.

JOHN BIRELY, the oldest shipbuilder in the United States, died this morning in this city, aged seventy-five years.

Registration at Wilmington, N. C.

WILMINGTON, N. C., Friday, Aug. 23.

Sixty-eight white people and 56 colored registered to-day. The total number registered for two days in the Third Ward was 135 white and 223 colored.

Weather Reports.

AUGUSTA, Ga., Aug. 23.—The weather is clear and hot.

CHICAGO, Aug. 23.—The weather is cloudy and very warm.

Arrival of the Supply Steamer Massachusetts.

The United States supply steamer *Massachusetts* arrived at this port yesterday from the Gulf, *via* Key West direct the 17th inst.

The naval station at Key West has been reestablished, under the charge of Paymaster GEO. L. MEAD. The United States steamer *Lenapee* was at anchor, and the United States steamer *Osceola* arrived on the 16th inst. for coal, on her way North from Santa Cruz.

The health of the Gulf ports is generally good. There had been one or two cases of yellow fever reported at Pensacola, but none whatever at Key West.

The *Massachusetts* brought North, as passengers, Gen. Wm. F. Smith, President International Ocean Telegraph Company; Capt. B. M. Dove, United States Navy, and Major Walter McFarland, United States Army.

The following is a list of the officers of the *Massachusetts*:

Acting Master, R. Y. Holley, Commanding; Acting Master Pilot, P. Dickenson; Acting Ensign, Executive Officer, F. G. R. Lennan; Acting Ensigns, H. W. O'Hara, Robt. Hunter, Wm. Robinson; Mates, C. W. Thorne, A. M. Bergner; Passed Assistant Paymaster, W. F. A. Torbert; Acting Passed Assistant Surgeon, S. P. Boyer; Acting First Assistant Engineer, Thos. Dobbs; Acting Second Assistant Engineers, H. F. Hayden, S. Magee, B. James C. F. Dyce, C. A. Enggren; Paymaster's Clerk, Lewis McKay; Steward, Chas. Knappman.

Suit for Alleged False Imprisonment During the War—Verdict for the Defendants.

From the New-Albany (Ind.) Commercial, Aug. 18.

An important trial took place last week, in the Circuit Court at Leavenworth, Crawford County, resulting in a verdict for the defendants. The case was that of THOMAS W. DEATON vs. Capt. JAMES SPEEDY and others, for arresting and imprisoning the plaintiff in the Fall of 1864, damages being claimed in the sum of $25,000. DEATON was one of a number of parties arrested in suppressing a formidable insurrection against the Government of the United States. The conspirators, who were bold enough to assemble in arms to resist the draft, and to murder, rob and steal, were all Sons of Liberty, and in this we have additional proof of the treasonable character of that organization. The insurrection commenced on Thursday night, Sept. 28, 1864. It occurred at a time when the prospect for a successful issue of our difficulties seemed gloomy enough. The rocky fastnesses of Crawford County, and its proximity to Kentucky, gave the conspirators assurance both of security and assistance, if need be, from their disloyal neighbors. The guerrilla bands which had infested Kentucky, even to her very borders, had committed depredations upon the people with impunity, and it was thought the same system of warfare might be inaugurated in Indiana.

Southern Crops—More Favorable Reports.

From the Memphis Bulletin, Aug. 20.

The general prospect is most encouraging. Corn is everywhere, throughout the South, a successful crop, the earliest planted doing the best. Fruits are in rich supply, and vegetables are abundant. The sweet potato is an important article of Southern household consumption, and it is very plentiful. The cotton news shows improvements. Since the dry, hot weather has set in many fears have been put to rest that had been raised by the continuous rains of Midsummer. Tennessee advices are cheering; Arkansas, along the St. Francis, White, Arkansas and Ouachita Rivers—allowing for the loss by overflow in the early Summer—gives glowing accounts of the cotton crops; Alabama has recovered courage since the rains ceased; there is little fear of worm in some places, but the general accounts are good. Mississippi gives a good report of herself; in the southern part of the State there are fears of possible injury from the worm, but the probabilities are highly favorable. Louisiana is in affliction—the condition of the cotton is excellent; the waving fields smile with promise, but curled up in the leaf lies a possible curse that makes every heart sink. Texas statements are joyous as to prospects in all kinds of produce, except the fears that exist where the worm has shown itself.

Death of Three Children from Poison.

From the St. Louis Dispatch, Aug. 20.

Three small children, a son and two daughters, of Mr. JAMES HART, a farmer residing near Lexington, in McLean County, Illinois, died very suddenly on Friday morning last from the effects of poison. The supposition is that the poison was put into coffee prepared by a married daughter of Mr. HART, of which the children partook freely at breakfast. The family of Mr. HART consisted of the married daughter and her husband, a Mr. COLE, the three children and an unmarried brother of COLE. Suspicion was cast upon Mrs. COLE, and she was arrested on Monday and brought to Lexington, where an investigation has been in progress, but nothing is yet definitely known.

SCHOLARSHIPS ESTABLISHED AT PRINCETON.—During the last year six scholarships were established in Princeton Theological Seminary, to wit: "The Latimer Scholarship," of $3,000, by a lady of Philadelphia; "The Fowler Scholarship," of $2,500, by Messrs. F. B. and W. C. FOWLER, of New-York City, connected with the church at Peekskill, N. Y.; "The Dayton Scholarship," of $2,500, by GEORGE DAYTON, of Peekskill, N. Y.; "The Arthur Pemberton Sturges Scholarship," of $2,500, by JONATHAN STURGES, of New-York City; "The Halliday Scholarship," of $2,500, by WILLIAM NELSON, Uriah Hill, Jr., and SANFORD R. KNAPP, of Peekskill, N. Y.; and "The Stone Scholarship," by LEVI P. STONE, of New-York City.

The Republican County Convention of Jefferson County Ohio, (EDWIN M. STANTON'S native county,) which met last week, passed resolutions denouncing the President for superseding Mr. STANTON and nominating the latter for the Presidency.

RAILROAD COMMUNICATION WITH THE PACIFIC.

CENTRAL PACIFIC RAILROAD.

THE GREAT NATIONAL PACIFIC RAILROAD LINE, which is being constructed, with the aid and under the supervision of the United States Government, between the Mississippi Valley and the Pacific Ocean, forming with its existing eastern connections a continuous line across the continent, is destined to become one of the most important channels of trade and communication in the world. With its western terminus at San Francisco, the most commodious harbor on the North Pacific Coast, and its branches reaching the railroad systems of the Atlantic States by way of Chicago and Saint Louis, it constitutes, as it were, the Grand Trunk line of this hemisphere. It lies directly in the path of the great westward movement of population and trade, along the temperate belt across this country, and becomes an essential link in the mighty inter-continental traffic between Western Europe and Eastern Asia. It presents the shortest and most practicable route to the Pacific, and must serve four-fifths of all the population west of the Missouri River. It has a dense and productive group of States at one end of the line, and an energetic coast population at the other, with a rich mining country intermediate. Already centres of population dot its length from Omaha to San Francisco, and it seems certain that a chain of great cities must grow up in its path, swelling the volume of trade and travel to dimensions which baffle all present estimate.

NEED OF A RAILROAD TO THE PACIFIC.

The necessity for railroad communication with the Pacific has been felt ever since the gold discoveries drew thither large numbers of active people. The yield of bullion has steadily increased, and gives signs of still greater expansion when increased facility of communication will have rendered mining industry more stable and profitable. Thus far only the richest veins could be worked at a profit, by reason of the very costly freights upon all the machinery and subsistence used in extracting the ores. Hereafter many mines will be put within the limit of profitable working, while the Asiatic market for precious metals is inappeasable.

The United States Commissioner of Mining Statistics gives the following estimate of the yield of precious metals from the Pacific States and Territories:

1861	$43,391,000	1864	$63,450,000
1862	49,370,000	1865	70,000,000
1863	52,500,000	1866	100,000,000

For the past year the product is estimated to be distributed thus:

California	$25,000,000	Idaho	$17,000,000
Oregon and Washington	8,000,000	Nevada	16,000,000
Montana	18,000,000	Colorado, Utah, &c.	17,000,000

In eighteen years the Pacific States have contributed no less than a thousand millions of gold and silver to the store of the world's treasure, and the annual yield is now reckoned at upward of a hundred millions. This is a constant and immense addition to our material wealth—one of our greatest national resources. Already Oregon and California are sending us also the produce of their fields, vineyards and fisheries, and give indications of supporting an immense population.

MATERIAL AND SOCIAL BENEFITS.

Beside an unprecedented export of bullion during the same period, there were shipped from San Francisco to New-York and Great Britain, from the surplus of last year's harvest, between July 1 and April 27, as follows:

Wheat in sacks, 4,336,387 lbs. Flour in bbls. 400,000.

The year's crop is estimated at 12,000,000 bushels, and the crop of 1867 promises to be even greater, and large portions of the great interior basin have drawn their supplies from the States of California and Oregon, aside from the above quantity exported.

West of the Missouri boundary lies a vast expanse of country, rich in soil and minerals, as yet hardly explored. With one-half of the territory, it has less than a twentieth of the population of the country. California alone, with a population of ten millions, would be no more crowded than New-York State is with four millions, and the capacity of the half million square miles beyond the Missouri to support a population of two hundred millions can hardly be doubted. The half million of people in California would speedily jump to five millions upon the establishment of railroad communication; and the value of all property interests, both there and in the intermediate territories, would be largely enhanced. A railroad is the one thing wanting to shower a general blessing on the Far West.

These gratifying results, together with the prospect of a vast trade between San Francisco, China, Japan, the East India Islands, British Columbia, the Sandwich Islands, the Central and South American ports, the newly acquired Russian America, have added to the original demand for a safe, speedy and short transit to the Pacific. The best route between London and Hong Kong will hereafter lie across the American Continent, thereby avoiding the perils of the Red Sea, or the long journey through the Southern Ocean. There is a manifest disability in the American people sending their passengers, mails, freights, (and soldiers even,) across a tropical foreign isthmus, or 15,000 miles round the Capes, when they might have a good and easy road through their own territory. Independently, therefore, of the great material development which must follow the construction of a railroad to the Pacific, the people demanded it because it would be an additional bond of union to its distant parts, make its people more homogeneous, and enable the Government to preserve order and concord throughout its Western domain.

The people on the Pacific coast are drawn from the East, and are still bound by the strongest ties to the Atlantic States. It is not alone the key which is to unlock the mountain stores of treasure, but also to open wide the gates of trade and comfort—the way to home and relatives. It is to bring them within from four to six days of the places they knew in their youth. It is to banish a twenty-two days' ocean voyage, with its Isthmus fevers and its shipboard discomforts, and to mark a period of deliverance to the people of the Pacific coast, who are practically further away from us now than are the people of interior Europe.

The aid of the Government was, therefore, properly invoked to put the scheme within the compass of corporate enterprise.

LEGISLATIVE ACTION ON THE SCHEME.

The idea of a railroad to the Pacific has been a favorite theme for speculation for years, and had been urged upon the attention of the Government by commercial and political conventions at intervals since 1845.

The first practical step toward building a railroad across the Continent was the introduction of a bill into the United States Senate by Col. BENTON, in February, 1848, providing for the location and construction of a Central National Road from the Mississippi River to the Pacific Ocean—to be an iron railway where practicable—and providing for the application of the larger portion of the proceeds of sales of public lands to defray the expense. The terms of the proposal show that a very inadequate idea of the future greatness of the Far West was then entertained; but even this project received no active support. At that time there were no railroads west of the Mississippi—none, in fact, had reached it from the East—and the Erie Railroad was not completed. In 1850, under the patronage of the State of Missouri, a company was organized, and a railroad projected from St. Louis along the south bank of the Missouri to the western boundary of the State. In 1860, the outbreak of the war found it halted at Sedalia, about sixty-five miles from the Kansas line.

About the same time three several roads were projected across Iowa to connect the Mississippi with the Missouri. One of these has since reached Omaha, (and another is nearly completed,) which establishes a continuous line of railroad from the Atlantic (nearly to the base of the Rocky Mountains, about 1,700 miles.

Upon the discovery of rich gold and silver mines in the celebrated Washoe Region, on the eastern side of the Sierra Nevada Range, in 1859 and 1860, by which population and capital were rapidly drawn from California, certain enterprising merchants on the Pacific Coast, foreseeing that an extensive trade must spring up between San Francisco and the interior, which must eventually be extended across the Continent, combined to ascertain if it were feasible to build a railroad across this formidable barrier of snow-crowned mountains. After two years of exploration, in which several surveys were made, the Donner Lake Pass was selected as the most favorable route to be found within hundreds of miles; and in July, 1861, THE CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA was organized, under the laws of that State, with authority to construct a railroad to its eastern boundary, so as to form part of the projected line to the Atlantic States.

THE PACIFIC RAILROAD ACT OF CONGRESS.

Such was the demand for a through line of railroad to the Pacific, and such its importance for commercial, industrial and national purposes, that in July, 1862, Congress, under the Pacific Railroad Act, authorized the construction of a continuous line of railroad and telegraph from the Missouri River to the Pacific Ocean.

The general purpose of the act was to provide for a continuous line of railroad between San Francisco and the 100th meridian, and from that point five diverging radial lines were to connect with Omaha, Sioux City, Atchinson, Leavenworth, and Wyandotte respectively, and through them with the roads built or projected to the Mississippi. The main stem was to be built by either of the companies which should first reach the 100th meridian from the east, together with the Central Pacific, building from the west-ern end.

A new organization—the UNION PACIFIC RAILROAD COMPANY—was formed to build the Eastern portion; and the CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA was recognized and authorized to receive the Government aid for the western portion. These two corporations were required to extend their lines from opposite ends until a through connection should be formed.

The law provides that each of these two principal corporations shall have the right to continue onward till met by the other; so that in case of failure or inefficiency of either Company, the other should have the privilege of completing the work. The language of the act is as follows, after authorizing the Union Pacific to build to the California boundary in case it was not sooner met by the Central Pacific Railroad, (Section 10, Act of 1862:)

"And the Central Pacific Railroad Company of California, after completing the road across said State, is authorized to continue the construction of said railroad and telegraph through the Territories of the United States to the Missouri River, including the branch roads specified in this act, upon the routes hereinbefore and hereinafter indicated, on the terms and conditions provided in this Act in relation to the said Union Pacific Railroad Company, until said road shall meet and connect, and the who line of said railroad and branches and telegraph is completed."

And again in the amendment (July 3, 1866, it is further enacted:

"That the Union Pacific Railroad Company, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct and continue their road from Omaha, in Nebraska Territory, westward, according to the best and most practicable route, and without reference to the initial point on the one hundredth meridian of west longitude, as now provided by law in a continuous completed line, until they shall meet and connect with the Central Pacific Railroad Company, of California; and the Central Pacific Railroad Company of California, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct and continue their road eastward, in a continuous completed line, until they shall meet and connect with the Union Pacific Railroad; *Provided*, That each of the above-named Companies shall have the right, when the nature of the work to be done, by reason of deep cuts and tunnels, shall for the expeditious construction of the Pacific Railroad require it, to work for an extent of not to exceed three hundred miles in advance of their continuous completed lines."

THE UNITED STATES GOVERNMENT AID.

In order to facilitate such a gigantic enterprise, Congress, after granting the right of way, *authorized an issue of the bonds of the Government, proportioned to the length and difficulty of the work under construction, amounting in the aggregate to about half the estimated cost of building*; besides alternate sections of public lands lying contiguous to the route. The Companies embraced in the Act have an absolute gift of ten alternate sections (12,800 acres) per mile, on each side of the line, of the public lands, and the privilege of using timber, coal, iron, &c., from the Territories through which they pass. They are also entitled to receive, upon the completion of continuous sections of twenty miles, the Bonds of the United States Government in the following proportions: Between the Missouri River and the east base of the Rocky Mountains, about 650 miles, $16,000 per mile; across the Rocky Mountains, (150 miles,) $48,000 per mile; thence across the Great Basin, (900 miles,) $32,000 per mile; across the Sierra Nevada Mountains, (150 miles,) $48,000 per mile, and thence to San Francisco, (about 120 miles,) $16,000 per mile. The words of the Act are as follows (Section II.:)

"That for three hundred miles of said road most mountainous and difficult of construction, to wit: One hundred and fifty miles westwardly from the eastern base of the Rocky Mountains, and one hundred and fifty miles eastwardly from the western base of the Sierra Nevada Mountains, said point to be fixed by the President of the United States, the bonds to be issued to aid in the construction thereof shall be *treble* the number per mile hereinbefore provided, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the Commissioners as aforesaid that twenty consecutive miles of the same are completed; and between the sections last named of one hundred and fifty miles each, the bonds to be issued to aid in the construction thereof shall be *double* the number per mile first mentioned, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed."

Upon portions where, by reason of natural obstacles, the road cannot be continuously completed, but where the work is mostly done, provision is made for an issue of two-thirds these amounts in advance. It is also provided that the several companies shall transport the Government mails, messages, troops, supplies, &c., at their regular rates, half the compensation to be paid in cash, and the balance applied to canceling the Government advances.

ROADS RECEIVING THE GOVERNMENT SUBSIDY.

No little confusion prevails in the public mind concerning the several lines of railway proposed or projected, which are to connect the Pacific with the existing network of communications, all of which, with more or less of distinction, are styled "Pacific Railroads." This confusion is further increased by the fact that various local and State railroad organizations have incorporated into their titles the term "Pacific."

The Companies embraced in the Pacific Railroad Act, and entitled to participate in the grants of Government aid for the construction of the National Trunk Line and branches, are enumerated by the Secretary of the Treasury in a tabular exhibit of the names of the different roads, the distances to be built under Government patronage, and the amount of bonds to be issued to each as follows:

NAME OF ROAD.	Distance in Miles.	Am't per Mile.	Total Am't of Bonds to be Issued.
CENTRAL PACIFIC RAILROAD—			
From Sacramento to the western base of the Sierra Nevada Mountains	7.18	$16,000	$114,880
Thence, 150 miles across the Sierra Nevada Mountains	150	48,000	7,200,000
Thence, to the probable junction with the Union Pacific, or to a point 78.295-1000 miles east of Salt Lake City, forming the sole link between the interior and the navigable waters of the Pacific	544.115-1000	32,000	17,411,680
Total	701.295-1000	....	24,726,560
UNION PACIFIC RAILROAD—			
From Omaha to eastern base of Rocky Mountains, about	516	16,000	8,256,000
Thence, 150 miles across the Rocky Mountains	150	48,000	7,200,000
Thence, to the probable junction with the Central Pacific, or to a point 78.295-1000 miles east of Salt Lake City, estimated	289.705-1000	32,000	9,270,560
Total	955.705-1000	....	24,726,560
UNION PACIFIC RAILWAY, Eastern Division (Kansas Branch)—			
For a length equal to the distance from the mouth of Kansas River, *via* the Kansas and Republican Rivers, to 100th meridian—(is allowed to connect east of the Rocky Mountains, about 700 miles,) entitled to bonds for	381	16,000	6,096,000
ATCHISON AND PIKE'S PEAK RAILROAD—now called Central Branch of Union Pacific—			
100 miles next to the Missouri River	100	16,000	1,600,000
SIOUX CITY AND PACIFIC RAILROAD—			
From Sioux City to its junction with the Union Pacific Railroad at Fremont	100	16,000	1,600,000
WESTERN PACIFIC RAILROAD—			
From San José to Sacramento	120	16,000	1,920,000

The charter of the last-named Company contemplated a line from Sacramento toward San Francisco, making the circuit of the Bay of that name. Their franchise has recently been assigned to parties in the interest of the Central Pacific Railroad Company; and it is probable that this line will be incorporated with the Central Pacific Railroad, and the road extended from Sacramento to San Francisco by the shortest, most direct and practicable route, so soon as the overland connection is completed. In the meantime the travel is abundantly accommodated by first-class steamers.

Since the action of Congress, several other railroad organizations, both in California and in the Western States, have adopted, in various forms, the title of Pacific Railroad, which have no claim upon the Congressional appropriations of the national credit.

THE NATIONAL TRUNK LINE.

THE GREAT NATIONAL PACIFIC RAILROAD, adopted and fostered by the Government, is being constructed mainly by the CENTRAL PACIFIC RAILROAD COMPANY and the UNION PACIFIC RAILROAD COMPANY, *the former having in hand the Western portion, and the latter the Eastern portion of the Main Trunk line*, as prescribed by the acts of Congress approved July 1, 1862, and amendments approved July 2, 1864, and March 3, 1866. The other Pacific Railroads, so-called, except those named in the foregoing schedule, have no identity with the GREAT NATIONAL ROUTE, *and should not be confounded with it, as this is the only line being constructed under the supervision and patronage of the Government, and receiving the grants of bonds, as well as land, for the purpose.*

THE UNION PACIFIC RAILROAD, commencing at Omaha, on the Missouri River, has already extended its road across the plains of Nebraska to the vicinity of the Colorado boundary, and it is confidently believed will reach the eastern base of the Rocky Mountains, five hundred and seventeen miles from the Missouri, by Autumn next. Although the Company has shown great energy in carrying its track over a favorable country, its progress over the three successive ranges of mountains which form the Rocky Mountain chain must necessarily be more difficult, costly and tedious.

THE UNION PACIFIC, Eastern Division, (Kansas branch,) which is to unite with the main stem at the foot of the Rocky Mountains, is also pushing rapidly forward, having reached Fort Harker, a point two hundred and thirty-five miles west of the Missouri boundary, and five hundred miles west of St. Louis, by a continuous line. It is expected this line will reach Denver, Colorado, in 1868.

The meeting-point of the two powerful companies building the main line has not yet been officially determined, though it is understood by the Government officials and by the officers of the respective companies that it will be somewhere east of Salt Lake. The Secretary of the Interior, by whom these roads are finally located and accepted on the part of the United States, in his response to the resolution of inquiry of the House of Representatives, requesting information of the amount of bonds to be issued to the several companies, dated Feb. 14, 1867, says:

"Since the locations of the different roads have not been definitely determined throughout their whole extent, the above estimate must be regarded only as near an approximation as it is possible at the present date to furnish. The point of junction of the Union Pacific and Central Pacific has been assumed to be 78 295-1000 miles east of Salt Lake City, or at a point which will entitle each of these companies to the same amount of bonds."

He estimates the distance to be built by the Union Pacific Company at 955 miles, and the amount of bonds to be issued therefor, at $24,726,560. Surveys by the Central Pacific Company, since completed, establish the shortest and most favorable line between Sacramento and the meridian of Salt Lake at 726 miles, which would give as the amount of bonds to be issued to that company on the completion of that length, $25,520,000.

CENTRAL PACIFIC RAILROAD COMPANY—ORGANIZATION, FRANCHISES, &C.

The Central Pacific Railroad Company of California was organized in July, 1861, under the general railroad law of the State, with authority to build a railroad from the navigable waters of the Pacific at Sacramento to the eastern boundary of the State. Hon. EX-GOV. LELAND STANFORD, of California, was chosen President, and C. P. HUNTINGTON, of New-York, as Vice-President of the Company.

By the 9th section of the act of Congress, the Company was required to file its acceptance of its provisions, and assume the obligations therein imposed, within six months after its passage, which acceptance was filed on the third day of December, 1862.

The Company enjoys the fullest authority and sanction of the State of California, in addition to the grants and franchises of Congress, as may be seen from the subjoined extract from "An Act to aid in carrying out the provisions of the Pacific Railroad and Telegraph Act of Congress," approved April 4, 1864, (chap. 416, Statutes 1863-4:)

"SECTION 1. *Whereas*, by the provisions of an act of Congress, entitled an act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military and other purposes, approved July 1, 1862, the Central Pacific Railroad Company of California is authorized to construct a railroad and telegraph line in the State of California, and in the territories lying east of said State, toward the Missouri River; therefore, to enable the said Company more fully and completely to comply with and perform the provisions and conditions of said act of Congress, the said Company, their successors and assigns, are hereby authorized and empowered, and the right, power and privilege is hereby granted to, conferred upon and vested in them to construct, maintain and operate the said railroad and telegraph line, not only in the State of California, but also in the said territories lying east of and between said State and the Missouri River, with such branches and extensions of said railroad and telegraph line, or either of them, as said Company may deem necessary or proper; and also the right of way for said railroad and telegraph line over any lands belonging to this State, and on, over, and along any streets, roads, highways, rivers, streams, water, and water-courses, but the same to be so constructed as not to obstruct or destroy the passage or navigation of the same; and also the right to condemn and appropriate to the use of said Company such private property, rights, privileges and franchises, as may be proper, necessary, or convenient for the purposes of said railroad and telegraph, the compensation therefor to be ascertained and paid under and by special proceedings, as prescribed in the act providing for the incorporation of railroad companies, approved May 20, 1861, and the acts supplementary and amendatory thereof; said Company to be subject to all the laws of this State concerning railroad and telegraph lines, except that messages and property of the United States, of this State, and of the said Company, shall have priority of transportation and transmission over said line of railroad and telegraph; hereby confirming to and vesting in said Company all the rights, privileges, franchises, power and authority conferred upon, granted to, or vested in said Company by said act of Congress; hereby repealing all laws and parts of laws inconsistent or in conflict with the provisions of this act, or the rights and privileges herein granted.

SEC. 2. This act shall take effect and be in force from and after its passage."

Similar legislative authority is granted by Nevada.

PROGRESS AND CHARACTER OF THE RAILROAD.

This road commences at the City of Sacramento, in the State of California, and extends in an easterly direction across the State to the eastern boundary thereof (about 150 miles), thence across the richest portions of Nevada and Utah, to the vicinity of Salt Lake City, where it will connect with the roads building from the Missouri.

The Company commenced the work of constructing the road in February, 1863, and in May, 1864, had twenty-two miles in operation, and thirty-one in July of that year. The undertaking has been carried over all obstacles with steady persistence, sixty-six miles of the hardest portion being built in three years. In November last ninety-four miles were in actual earning operation, to within eleven miles of the summit of the Sierra Nevadas, overcoming a rise of nearly 6,000 feet; and a large portion of the grading had been done upon the fifty miles next following—all embraced in the mountain crossing, the whole being equal to 500 miles of ordinary railroad.

The portion of road between Colfax and Alta was the most expensive part of the whole line between Sacramento and the eastern boundary of the State. The present terminus at Cisco, ninety-four miles from Sacramento, is a point where the Company controls the entire business crossing the Sierra Nevadas.

The following table will show the rate of progress and the elevation above the sea level:

	Miles.	Feet.
Jan. 1, 1865, to New-Castle	31	930
May 13, 1865, to Auburn	36	..
June 10, 1865, to Clipper Gap	42	1,600
Sept. 4, 1865, to Colfax	56	2,448
May 8, 1866, to Secret Town	66	3,415
July 10, 1866, to Alta	78	3,625
Nov. 29, 1866 to Cisco	94	5,911
July, 1867, to Summit	105	7,042
Sept., 1867, to Virginia Station, estimated	150	5,800
July, 1868, to Humboldt, estimated	250	4,500
Dec., 1869, to Humboldt Wells, estimated	507	5,615
July, 1870, to Salt Lake City	726	[illegible]
Dec., 1870, to Fort Bridger	800	6,261

The road, so far as completed, has been examined, and accepted as entirely satisfactory by the United States Commissioners, and the bonds of the United States have been issued thereon. It will compare favorably with any railroad in the United States. The law requires that the road shall be substantially built of the best American materials, and in such a way as befits its semi-national character. The rails are of the best quality of American iron, weighing at least sixty pounds per yard, and laid with wrought iron splice plates, except a few miles, where wrought iron chairs are used. The cross-ties, numbering 2,400 per mile, are 6x8 and 10 inches, and 8 feet long, of red wood and tamarack, which is quite equal to red cedar or locust for durability.

The culverts are all of granite, or other hard rock except a few of hard-burnt brick in the valley, where stone could not be procured. The bridges are made of the best quality of Puget's Sound timber, with foundations of masonry. The drainage is ample and complete, and the road-bed is well ballasted with gravel or broken stone. The alignment is remarkable for its directness in such a broken, mountainous country.

The grades are necessarily high to surmount the summit, 7,000 feet above the level of the sea, which elevation is attained without any undulating grades, the rise being constant from the foot-hills on the west side of the Sierras to the summit, thereof, thence descending eastwardly to the Truckee River, without loss of elevation or depression.

The highest grade is 116 feet per mile, of which there will be but three and a half miles on the whole line, the average rate being 75 feet to the mile for the Mountain Division. The bulk of the heavy grade is at 105 feet to the mile, with numerous level intervals interspersed. Thirty per cent. only of the distance is occupied by curves, none of which have a radius of less than 573 feet, or 10 degrees. The Baltimore and Ohio Railroad has 17 miles, in two stretches, of 116 feet grade, with curves of 400 feet radius; and the Virginia Central, for many years worked with the unaided locomotive, grades of 296 feet to the mile, and ruling curves whose radii were 300 feet.

A peculiarity of this route is the fact that the Engineers have taken advantage of a bold spur or projecting ridge, an offshoot from the main chain of mountains, which extends nearly to Sacramento. By following this ridge all the way up to the sources of the South Yuba, an excellent natural grade is obtained, broken by but few ravines, and with uniform and continuous ascent. Such another pass across the mountains is not to be met with for hundreds of miles up and down the range; as in all the passes in use by wagons, the mountain side is too precipitous to be available for railroad purposes.

From the valley of the South Yuba across to the Truckee River, the "deep snow" line of thirty-five miles is met. For the greater portion of this distance the road follows what is called a "side-hill" line, and for the most part is so sheltered as to be available in Winter. Between causeway, embankment and tunnel, the route across the summit will be but little affected by deep snows. At troublesome spots along nine miles of the highest portion a substantial over-hanging shed will be constructed so as to shoot the snow clear of the track. The road has been made available for passenger trains to run at twenty-five miles an hour, and freight trains at half that speed.

CROSSING THE SIERRA NEVADAS.

The chief difficulties apprehended in the construction of the great railroad to the Pacific, high mountain crossings and Winter snow obstructions, prove, upon practical test, to be not at all formidable. The mountain ranges have to be crossed at elevations of over 7,000 feet, or more than twice the height of any railroad lines built on this continent. Experience shows that it is entirely practicable, and that the deep snows are not likely to prove a very serious obstacle. In November last the Company had carried its track nearly to the summit, and had demonstrated the feasibility of the whole mountain passage with less average engineering resistance than is met in crossing the Alleghanies, thus disposing of one of the twin fears. During an unusually severe Winter it has successfully operated the road as far as built, and could have done so over the mountains with equal ease. It has had large working parties on the Summit Pass, so as to convince its officers that the other fear of impassable snow-drifts is equally needless. Only six days have the trains failed to make the regular trips from snow, which is far less interruption than has attended many of the Atlantic lines.

From Cisco to the Summit, most of the heavy rock cutting is now done. The crest of the ridge is pierced by a tunnel of 1,658 feet, the longest on the road, of which only about 84 feet remained uncut on the 15th July, and at which men are working night and day, excavating at the rate of fifty feet per week. This tunnel is the temporary obstruction to a long step in advance. Only a limited number of men can be employed upon the surface to be excavated, and a shaft has bees sunk in the middle from which the work proceeds both ways, so as to present four working faces in all. Nitro glycerine, manufactured on the spot, has recently been used with advantage in blasting the solid granite. In the meantime a large force is being concentrated upon the line on the eastern slope. About twenty-five miles of this portion is now graded and ready for the iron, and when the tunnel is opened a stretch of thirty-five miles will be laid at once. East of the summit the descent is much easier, the great interior basin being elevated between 4,000 and 5,000 feet above the sea level. In fourteen miles there is a fall of 1,100 feet, after which there is a gentle slop, nowhere exceeding forty-five feet to the mile, eastward toward Salt Lake. There are, including the Summit Tunnel, fifteen tunnels (in all 6,262 feet) on the portion now grading, two-thirds of which have been cut out. Provision is made in the larger tunnels and heavy cuttings for a double track, which, from present indications, will be necessary at no distant day, to accommodate the growing traffic. Ten thousand men, mostly Chinese laborers, and 1,300 teams are employed on the work, the heavy parts of which are in a forward state; and it is confidently believed that in January next the locomotive will be traversing the plains of Nevada.

COST OF CONSTRUCTION AND EQUIPMENT.

The estimated cost of a single continuous line from the Missouri to the Pacific coast, 1,800 miles, was a hundred millions. Half of this sum ($49,353,160) was by Congress appropriated from the national credit for the purpose, to be divided equally between the two principal companies, the Union Pacific at this end, and the Central Pacific at the other. Ten millions more were devoted to the smaller branches in Kansas.

Referring to the financial burden of so stupendous a work the Company's last Report says:

"The original estimated cost of building the road across the Sierras was but slightly above that of the most expensive railroads in the country where the right of way had to be purchased at considerable cost. Up to the 1st of January last the Central Pacific Company had expended in building the ninety-four miles in operation, together with about a third of the preparation upon twenty-five miles additional, and for a liberal equipment of rolling stock, nearly $15,000,000 ($14,558,714.) Fifty-three miles additional, or about one hundred and fifty in all, will, it is confidently expected, be running by October next, which brings the road to the comparatively smooth ground. The total construction cost of this mountain section will be about $15,000,000, or at the rate of $100,000 per mile. The rest of the distance to Salt Lake City, five hundred and seventy-five miles, can be constructed for about $60,000 per mile. The difference in the prices of labor and iron, sufficiently accounts for the increase upon the original estimate. About $5,000,000 more will have been expended by midsummer for labor, rails, and equipments, most of which is either on the other side or *en route*. The bulk of the engineering difficulties, it will be observed, has already been overcome; and by far the most costly and rugged resistance left behind. Rails are already being laid east of the summit, ready for the advance when the tunnel is opened."

The Company have encountered, at the commencement of their efforts, the most difficult and expensive part of their work, and the success and rapidity with which it has been accomplished, and the financial results already exhibited in the earnings of the completed portion of the road, demonstrate the feasibility of the route, and the profitable character of the enterprise, beyond all question. Rails and materials have been bought and shipped for 160 miles in addition to the mountain section.

SURVEYS AND ESTIMATES FOR THE EXTENSION TO SALT LAKE.

The general route of the road after leaving the Big Bend of the Truckee River is northeastwardly to the Sink of the Humboldt River, which stream it follows for upwards of 250 miles, through a fertile valley, abounding in wood and water, to Humboldt Wells, 507 miles distant from Sacramento; to this point the route has been officially designated by the Secretary of the Interior. From Humboldt Wells the country has been thoroughly explored to Salt Lake City, in all directions. Two practicable lines were found, one running round the south end of Salt Lake, and the other skirting the north end. The former, however, passes through a rough and desert country destitute of wood and water, and involves, besides, a longer distance, the necessity of crossing the famous Mud Flats of the Great Salt Lake Desert, which would require piling for 25 miles. The more northerly route proved to be very favorable in alignment and grades, and with plenty of wood and water, both for fuel and construction. More than half the distance can be built with grades varying from 0 to 25 feet per mile, while none of them exceed 75 feet per mile, for short distances.

The following comparative table from the report of the Chief Engineer will show the grades and distances of the two lines; the terminal points in both cases being Humboldt Wells, and Weber Canyon, a rocky defile through the Wasatch Mountains on the border of Salt Lake, and the natural approach to that city from the eastward. It will be seen that the north line is 84 miles shorter, with a difference of 218 feet rise and fall in its favor.

Route.	Distance in Miles.	Total Rise of Grades.	Total Fall of Grades.	Total Rise and Fall.
North Line, *via* Pequop Pass	219	1,969	3,024	4,993
South Line, *via* Gr't Salt Lake Desert	303	2,032	3,179	5,211

The line, as surveyed from the eastern base of the Sierras to Salt Lake, gives such a favorable location that it is confidently believed the remainder of the line can be built on such easy terms as to keep the Company's interest liabilities down to the ratio of the first 150 miles, or less than two and a half per cent. upon the total cost. The assistance from the National Government for this distance is $32,000 per mile; while a great proportion of the distance can be built for $50,000 per mile, as the variation from the mean level does not exceed five feet per mile, for continuous stretches of a hundred miles, and in no place exceeds seventy feet per mile for short distances.

This will give the Company a Great Trunk Line across the Continent, following the isothermal belt, nearly 800 miles in length, at a cost for construction and equipment of less than sixty millions of dollars; but worth in earning power a very much greater sum, as the peculiarity of its location forbids anything like advantageous competition.

The Company hopes to increase its force of ten thousand men to fifteen thousand during the present season, when progress over the plains will be very rapid.

In its outlays, it is worthy to be noted, that this Company are fortunate in being able to command large numbers of cheap, serviceable Chinese laborers; and also in the fact that the iron and heavy freights can be shipped round the Horn at less cost than it would take to send them to the Missouri.

CONSTRUCTION RESOURCES.

For the first seven miles the Central Pacific receives the same Government subsidy as the roads East of the Rocky Mountains, $16,000 per mile; for the next 150 miles of more rugged country it receives $48,000 per mile; and for the remaining distance (more than 600 miles) $32,000 per mile. The people of California have shown themselves so profoundly interested in the success of the road that the State and Municipal corporations have added to the resources of the Company. The State of California has assumed the payment of the interest for twenty years upon one million and a half of the Company's bonds; a concession worth about $3,000,000 in gold. In addition to the subsidy granted this Company by the General Government, the City of San Francisco has donated, to aid in the construction of the road, four hundred thousand dollars, in city seven per cent. thirty year gold paying bonds; and the City of Sacramento has donated, some thirty acres of land in that city, embracing about 1,300 feet of valuabe water front on the Sacramento River, which, with the privileges connected therewith, is considered worth three hundred thousand dollars; and the Company have also received from stock from stock subscriptions about $4,000,000, mostly in gold.

The following is a Schedule of the Company's Resources upon the mountain Division, (about 150 miles,) showing the proportion bearing no interest, and that for which the Company is liable:

CONSTRUCTION RESOURCES.	Value.	Interest Liabilities of Company.
Subscriptions to Capital Stock	$4,000,000	
Net earnings, after interest payments, 1865, (gold)	178,161	
Net earnings, after interest payments, 1866, (gold)	530,503	
Net earnings, after interest payments, 1867, (gold,) estimated on basis of previous year	1,050,840	
Donation City San Francisco, 30 years' bonds	400,000	
Donation City Sacramento, thirty acres, including valuable water front, for depots, wharves, shops, &c.	300,000	
U. S. public lands along the line, 2,000,000 acres, mostly in valuable timber, minimum valuation	3,000,000	
U. S. Government Bonds 6 per cent.; interest paid by United States	7,336,000	
State Aid Bonds; interest paid by California	1,500,000	
Central Pacific Convertible Bonds, 7 per cent., (gold,) 1864	1,500,000	$105,000
Central Pacific First Mortgage Coupon Bonds, 6 per cent. interest, (gold,) payable in New-York	7,336,000	440,160
T'l resources for 156 miles	$27,131,504	Tot'l..$545,160

It will be seen that only two of these items bear interest for the payment of which the Company is annually chargeable. The whole interest liability upon this schedule will be but $545,160 in gold, when the whole amount of First Mortgage Bonds to be issued upon this section of the road are sold; while its net earnings, by a moderate estimate, will be three or four times that sum.

The above statement does not include the proceeds of further subscriptions to the capital stock, which they are entitled to issue to the extent of a total amount of $20,000,000.

The total amount of public lands appropriated for the construction of this line is 10,000,000 acres, or at the rate of twenty alternate sections per mile, (12,800 acres,) the minimum value of which is estimated at $1 50 per acre, while much of it must be of far greater value on the western portion, from its forests and timber.

The Company is now selling quantities of its alternate sections of land at the minimum rate of $2 50 in gold per acre; except to preëmptors who may deem it advisable to purchase from the Company in order to obtain a clear title at once, where the price is $1 25 per acre. There is evidence that an active settlement will follow the progress of the road, all of which will augment the value of the unsold lands and add to its business and resources.

REMUNERATIVE BUSINESS FROM LOCAL SOURCES.

It was an important question for the friends and projectors of this enterprise to know whether the business would be sufficient to make it a paying investment; and this question has already been answered to their satisfaction. It is difficult for persons residing at the East to form an adequate notion of the extent of the existing and prospective traffic between the ports and cities of California and the thriving people of the Great Interior Basin. San Francisco is the great natural centre of business and intelligence for the North Pacific Slope. The manufactures and wares consumed in Oregon, Washington, Columbia, Idaho, Utah and Nevada, are all drawn thence, and the three last-mentioned States draw their subsistence and supplies thence also. Such were the imperative demands of the local transportation between California and the mining regions east of the Sierras, that a steam road even at this cost was an economy. It has been estimated that the wagon freights across the mountains in a single year before the commencement of the railroad, amounted fully to $13,000,000; which would of itself, without any increase, warrant the construction of the most expensive railroad. The actual experience of the road justifies the conclusion that the local traffic alone would be sufficient to make it one of the most profitable lines of railroad in the world, independently of the through connection across the Continent, of which it must receive the exclusive benefit west of Salt Lake. The earnings for the three autumn months of 1866, when freight could be forwarded from its terminus on the side of the mountain—were sufficient to pay a dividend of 12 per cent. per annum upon the cost of that portion. Of course a railroad that is able to pay the interest upon its cost, even while in its infancy, would be regarded as exceedingly profitable, even if the whole burden were borne by the road itself. When, however, we consider its constantly increasing business, and that the cost of construction is so widely distributed, its financial success is most assuring.

The following table will show the actual net earnings of the road as it progressed up the mountain side, after the payment of operating expenses, for the past two years, with an estimate for the present year, based upon the same rate of increase; and the relation of the earnings to the interest charges assumed by the road, upon the supposition that the whole amount of bonds authorized will have been issued:

Date.	Average Miles Running.	Net Earnings (gold.)	Int payable on Bonded Debt.	Average net Earnings per mile.	Av. Debt Charges per mile.
1865..	40	$280,272	$102,111	$7,000	$2,550
1866..	75	655,883	125,380	8,750	1,672
1867..	150	1,600,000	545,160	10,937	3,633

Thus it will be seen that the road would be abundantly able to pay the interest upon the entire cost of construction and equipment; but as the General Government and California corporations have assumed the larger portion of the interest charge, the Company is able to carry over a handsome surplus to the construction fund. As the heaviest expenditure is now made, and every extension of the road adds to the value of the whole, by decreasing the ratio of operating expenses at the same time that it multiplies its own natural business, the point of financial difficulty has been passed. Once across the mountains a whole scheme of industrial enterprises in Nevada and Idaho stand ready to be quickened into activity, which have hitherto been beyond the limit of profitable working. With the topographical, climatic and financial difficulties subdued, the Central Pacific Railroad of California becomes a settled and imminent success.

INCREASE OF THROUGH TRAFFIC.

Estimates have been made of the probable amount of through traffic which will pass over the main trunk line from the Pacific to the Missouri. The existing through trade between New-York and San Francisco affords some basis for the calculation, and is given as follows:

	Tons.
Ships going from the Atlantic round Cape Horn—100	80,000
Steamships connecting at Panama with California and China—55	120,000
Overland Trains, Stages, Horses, &c.	30,000
Total	230,000

Thus, we have two hundred and thirty thousand tons carried westward; and experience has shown that in the last few years the returned passengers from California have been nearly as numerous as those going. There can be no doubt that the completion of the Pacific Railroad will not only open the way to many persons now wishing to visit that coast, but also afford the opportunity to thousands at the far West to revisit their Eastern homes. The following figures indicate the passenger business as now carried by ocean and overland conveyance:

110 (both ways) steamships	50,000
200 (both ways) vessels	4,000
Overland (both ways)	100,000
Number per annum	154,000

At present prices, (averaging half the cost of the steamships,) for both passengers and tonnage, we have this result:

154,000 passengers at $100	$15,400,000
460,000 tons rated at $1 per cubic foot	15,640,000
Present cost of transportation	$31,040,000

That a remarkable stimulus will be given to travel, emigration, mining, trade, and foreign commerce, is unquestionable; and it is not unreasonable to suppose that, at half the above rates, the revenues will be three times the above sum, half of which will be the natural business of the Central Pacific.

EXHIBIT OF EARNINGS AND EXPENSES.

The following table of earning and expenses for the two years from Jan. 1, 1865, to Dec. 31, 1866, inclusive, will show the growth of the business of the road as its line has been extended from point to point, and demonstrate the financial success of the enterprise:

Months.	1865. Gross Earnings.	1865. Operating Expenses.	1865. Net Earnings.	1866. Gross Earnings.	1866. Operating Expenses.	1866. Net Earnings.
January	$11,040 89			$25,759 14	$10,793 19	$14,965 95
February	10,479 55			29,772 13	9,916 47	19,855 66
March	15,330 26			44,409 92	12,933 85	32,476 07
April	20,076 26			52,993 17	13,013 17	39,980 00
May	22,939 36	$93,447 77	$219,956 38	65,115 83	15,507 64	49,608 19
June	32,429 07			67,429 78	16,001 23	51,428 55
July	35,633 38			84,756 39	18,867 76	65,888 63
August	39,247 42			111,770 35	25,148 32	86,622 03
September	60,302 62			114,400 00	25,168 56	89,231 44
October	65,925 34			127,065 96	18,554 55	108,511 41
November	48,083 40	13,994 15	34,089 25	86,286 96	20,234 55	66,050 41
December	40,454 45	14,227 61	26,226 84	55,257 33	22,992 58	32,264 75
Total	$401,942 00	$121,669 53	$280,272 47	$865,016 96	$209,133 87	$655,883 09

This exhibit is very satisfactory, showing the gross receipts for 1866 to have reached $865,016 in gold, of which two-thirds were net profit.

It will be observed that the ratio of operating expenses to the gross earnings is less than 30 per cent., while in the Atlantic States it ranges from 65 to 85 per cent. This is partially explained by the fact that the rates for transportation are *five times those of the Atlantic States, being ten cents per mile for passengers, and fifteen cents per ton per mile for freight, in gold*. The operating expenses are but little greater, and constantly decrease in ratio as the road progresses. The management of the road has been exceedingly frugal, notwithstanding some exceptional outlays attending a new line under untried conditions.

High as these rates may seem to persons familiar only with the low tariffs of Eastern roads, they are deemed entirely satisfactory, and are readily paid, being less than one-third the rates heretofore paid for transportation by teams over the same region.

The following table of earnings and operating expenses of several leading railroads, for the past fiscal years, from the *Stockholder*, illustrates the remarkable advantages enjoyed by the Central Pacific in this respect:

NAME OF ROAD.	Date.	Miles operated.	Gross Earnings.	Expenses, including Taxes.	Percentage of Expenses to earnings.
Atlantic and Great Western Railway	1866	507	$4,833,489 86	$3,522,460 23	72.80
New-York Central	1865	657	13,976,524 39	11,220,809 94	80.29
New-York Central	1866	692	14,596,785 68	11,335,673 24	77.66
Philadelphia and Reading	1866	566	10,902,819 10	6,668,747 10	61.80
Cleveland, Columbus and Cincinnati	1865	138	2,386,132 50	1,550,622 29	64.90
Bellefontaine	1865	202	1,675,164 96	1,274,226 45	76.07
Pittsburgh, Fort Wayne and Chicago	1866	483	7,467,217 56	5,147,086 54	68.90
Erie	1865	797	15,434,774 72	11,164,930 46	72.27
Cleveland and Pittsburgh	1866	225	2,351,906 83	1,697,179 47	72.00
Pennsylvania	1865	550	17,469,169 49	13,270,058 54	76.09
Pennsylvania	1866	559	16,083,862 49	12,790,409 54	77.13
Michigan Central	1866	328	4,416,490 51	2,802,375 92	63.20
Chicago and Northwestern	1865	930	6,820,749 75	4,621,301 84	67.75
Ohio and Mississippi	1866	340	3,798,605 45	2,772,897 45	73.10
Central Pacific	1865	*40	401,942 00	121,669 53	30.28
Central Pacific	1866	*75	865,016 96	209,133 87	24.18

*Average for year.

The statements of the present revenue of the Company from the traffic on the completed portion of their road are very important, as showing that the local trade of California and Nevada alone is sufficient to make the enterprise immensely profitable, independent of the through traffic which may be looked for when the completed lines shall span the continent. The Central Pacific Railroad must continue to command this trade without competition, as no company can undertake to construct so costly a line without the Government aid, which is not likely to be granted for the construction of a parallel line.

ESTIMATED BUSINESS OF THE CURRENT YEAR.

Complete returns of the earnings and expenses for the first six months of the current year have not yet been received. The Winter months being unusually severe, and the Spring unseasonable, the freight could not be forwarded by teams from the temporary terminus of the road during the greater portion of the time. It is gratifying to know, however, that there is no month in which the earnings did not largely exceed the operating expenses; and for the month of June, the first in which communication was entirely opened with Nevada, the gross earnings were upward of $122,000, and for July, $175,000, in gold, or more than four times the amount of the operating expenses. This was upon 94 miles of road in operation. By the time the State line is reached, it is expected the earnings will be at the rate of over two millions of dollars per annum, which will be increased as the road advances. The following is an estimate of the business of the road based upon the two preceding years. It is confidently believed that when the line is completed to the Nevada plains, *the road can be operated for 20 per cent. of the gross earnings*, with the same schedule of rates. But, in fact there is good reason to believe that the traffic will be doubled or quadrupled when the entire mountain region is traversed by the locomotive; so that without estimating the through travel, (all of which must then fall to its share,) the legitimate business of the road is enormous.

Years.	Average Miles Running.	Net Earnings (Gold.)	Annual Interest Liabilities.	Surplus Applicable to Construction F.
1865	40	$280,272 47	$102,111 14	$178,161 33
1866	75	655,883 09	125,380 00	530,503 09
1867	150	1,600,000 00	545,160 00	1,054,840 00
Totals		$2,536,155 56	$772,651 14	$1,763,504 42

It will be observed that while its earnings are heavy, the interest engagements of the Company upon the portion of the road completed are very light, about two and a half per cent. only of the total cost of construction and equipment.

It should also be noted that when the California State line is reached, the road is in the vicinity of the famous Washoe region, containing the most valuable mines in the world—having yielded over twelve millions of gold and silver for each of several years past. It is the seat of an active population, and will receive its supplies, as well as large quantities of timber, over this railroad. The Government Commissioner of Mining Statistics reports that its forty-six companies consume, for mining and smelting purposes, timber and lumber valued at one million dollars per year. When the North Bend of the Humboldt is reached, the rich Idaho mining regions are brought within 36 hours of San Francisco.

CENTRAL PACIFIC RAILROAD COMPANY'S FIRST MORTGAGE BONDS.

According to the original Pacific Railroad Act the advances of the Government to the several companies upon the completed sections of their lines, were made a first lien upon the respective roads, equipment, &c. Under this provision none of the companies, except the Central Pacific, were able to carry forward the work of construction as contemplated. It became evident, however, that the best interests of the country and of the Government required the earliest practicable completion of the great enterprise. The General Government was already secured in the priority of accommodation in the use of the road for the transportation of mails, troops, supplies, &c.; and it was certain that the road would be largely devoted to the public service. Congress, in July, 1864, amended the general law so as to waive the prior lien of the Government upon the roads, in favor of such claims as private capitalists and investors might assume.

The companies building the National Pacific Railroad were authorized "to issue their First Mortgage Bonds on their respective railroads and telegraph lines, to an amount not exceeding the amount of the Bonds of the United States" granted for the same purpose; and it was provided that *"the lien of the United States Bonds shall be subordinate to that of the Bonds of the said Companies."* The Government, by this amendment, surrendered its own prior lien and substituted in its place that of the First Mortgage bondholders, being satisfied to look for the repayment of its own advances mainly to the services of the road, and a small percentage of the future traffic extending over a long series of years, on the conditions prescribed by the original act.

In accordance with the provisions of this amendment and the statutes of California, the Central Pacific Railroad Company are now issuing their FIRST MORTGAGE BONDS, having THIRTY YEARS TO RUN, and BEARING INTEREST AT THE RATE OF SIX PER CENT., INTEREST AND PRINCIPAL PAYABLE IN COIN, in the City of New-York, upon their railroad, the principal portion of the Main Stem Line, and *the most valuable link in the great National Pacific Railroad*. They are issued only in amount equal to the Government Bonds issued to aid the construction of the same section, viz.: $16,000 per mile upon the first seven miles, and $48,000 per mile upon the remaining distance to the State line; or *less than one-half the actual cost of construction, and one-third the cost and value of the road and equipments, pledged for their redemption.* They are in bonds of $1,000 each, with semi-annual gold coupons attached, and are OFFERED, FOR THE PRESENT, AT 95 PER CENT. OF THEIR PAR VALUE, IN CURRENCY, with accrued interest from July 1, also in currency.

ADVANTAGES OF THE BONDS.

Those First Mortgage Bonds of the Central Pacific Railroad Company therefore possess characteristics and advantages peculiar to them as a class, and which render them far superior to the bonds of other railroad or private corporations. They are commended to the attention of investors by the following important facts:

First—The First Mortgage Bondholders are joint investors with the National Government, to the same amount only, which places the enterprise beyond the contingencies and risks attending railroads in general.

Second—They are issued only upon completed sections of the road, examined and approved by Government commissioners as a first class railroad, and consequently always represent a first claim upon a finished, continuous productive property.

Third—The lien of the Government being specially made subordinate to that of the First Mortgage Bonds, there can hardly arise a contingency in which the Company or the Government can fail to secure the First Mortgage Bondholders.

Fourth—As the National Pacific Railroad route is destined to become the great Trunk Line of the Continent its business must continue to increase, giving assurance of the uninterrupted payment of the interest and the fullest security for the principal of the First Mortgage Bonds.

Fifth—Published statistics show that the First Mortgage Bonds of leading railroads have, for six years past, been less liable to fluctuations, and have maintained *a higher average selling price at the New-York Stock Exchange than even the securities of the Government*, bearing the same rate and kind of interest.

SPECIAL ASSURANCES OF THE CENTRAL PACIFIC RAILROAD BONDS.

The Central Pacific Railroad Company enjoy all the privileges, grants and subsidies conferred by the Acts of Congress upon the several Companies authorized to construct the National Railroad to the Pacific, and its Eastern forks; and has besides the following *noticeable, exclusive, and important local advantages, peculiar to the Western end of the route*—considerations which give special security and value to its First Mortgage Bonds:

I. The Central Pacific Railroad forms the sole Western link of the only railroad route to the Pacific selected and adopted by Congress to receive the Bonds of the Government, as well as the public lands, in aid of its construction. *It is exempt from parallel competition*, as it commands the natural accessible gateway between San Francisco and the East. It *must receive undivided the through traffic* which is distributed among the various branch roads building and projected east of the Rocky Mountains.

II. The most difficult and costly portion of its road is now built, and *the only formidable mountain range in its course is practically overcome.* The line is being regularly and easily worked to the summit of the Sierra Nevadas, (94 miles,) and in a few weeks the track will be laid to the Truckee River, whence the remainder of the construction will be easy, inexpensive and rapid toward Salt Lake.

III. The Company has received from the State and principal cities of California, *assistance in money, credit, and valuable property, worth over $3,000,000 in gold*: and it will have received, upon the completion of the 726 miles between Sacramento and Salt Lake City, more than $25,000,000 in the Bonds of the United States; or at the rate of over $35,000 per mile.

IV. The road enjoys already an immense, exclusive, local trade between Sacramento and the richest portions of Eastern California, Nevada, Idaho, and Utah; sufficient to make it *one of the most profitable railroads in the world, independently of the through traffic*, which cannot be diverted or withheld from it.

V. The road lies wholly in territory yielding the precious metals, its revenues are collected in coin, *and its business is conducted on a specie basis*. Its rates for transportation are very advantageous, being more than three times those of roads lying east of it; and the *ratio of operating expenses is less than 25 per cent. of the gross earnings.*

VI. In consequence of the aid it receives from the General Government, from the State of California, and from municipal corporations, the annual interest obligations which the Company are called upon to assume are very light. The net earnings upon an average of about 75 miles, in 1866, were nearly *three times the amount of annual interest liabilities to be assumed in building it, and were $235,000 more than the annual interest on the entire amount of First Mortgage Bonds which the Company can issue upon the first 150 miles.*

VII. By the terms of an act of Congress, the Pacific Railroad Companies are authorized to make the interest upon their First Mortgage Bonds payable in gold if they so elect. The Central Pacific Company have bound themselves to pay the principal and interest of their Bonds in GOLD COIN OF THE UNITED STATES; and this agreement is made under the provisions of a Mortgage executed and recorded by them in the State of California, wherein specie payments have not been suspended, and where the Legislature has passed a special inactment *recognising, authorising, and enforcing contracts in which the payment is expressed in gold.* The Company's agreement to pay the PRINCIPAL AND INTEREST of these Bonds in coin is therefore *legally binding*, unlike similar agreements made by companies in States where no such legislative sanction exists.

In these important particulars the securities of the Central Pacific Company possesses advantages over those of other companies,—advantages not possessed by other railroad bonds; and they *offer a greater degree of safety, stability and profit combined, than any others now offered to investors.*

The First Mortgage Bonds of this Company are destined to occupy a prominent place among First Class Securities in the money markets of this country and Europe, and will, without doubt, be eagerly sought for, and anxiously dealt in hereafter, at rates materially in advance of the price at which they are now offered by the Company.

Having been for some time familiar with the operations of the Central Pacific Railroad Company, we are satisfied that they are conducted with rare ability and prudence, and that the energetic and economical management of the Company's affairs entitle them to the confidence of capitalists and of the public. We have carefully investigated the progress, resources, and prospects of the road, and have the fullest confidence in its success, and in the value and stability of the Company's securities. The attention of trustees of estates, institutions, and individuals desiring a long, safe and remunerative investment is especially invited to these First Mortgage Bonds.

Orders may be forwarded to us direct, or through the principal Banks and Bankers in all parts of the country.

Remittances may be made on drafts on New-York or Legal Tender Notes, National Bank Notes, or other funds current in this City, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

All kinds of Government Securities received at the full market price in exchange for the above Bonds.

FISK & HATCH,

[illegible] Dealers in Government Securities,

[illegible] of the C. P. R. R. Co.,

[illegible]-street, New-York.

THE TRADESMEN'S NATIONAL BANK DEFALCATION.

Examination of Garniss E. Baker at the Tombs Police Court—He is Held to Bail in the Sum of $20,000.

An examination took place before Justice HOGAN at the Tombs, at 11 A. M., yesterday, in the case of GARNISS E. BAKER, Paying Teller of the Tradesmen's National Bank of this City, charged with feloniously appropriating $54,000 or the funds of that institution. Mr. JOHN SEDGWICK appeared as counsel for the accused, who is charged in the exact terms of the complaint with feloniously appropriating, on or about Aug. 15, 1867, "a quantity of United States legal tenders and National Bank notes, of various denominations and of the value of $54,000, the property of the Tradesmen's National Bank, formerly the Tradesmen's Bank, and that this deponent has a probable cause to suspect, and does suspect, that the said property was feloniously taken, stolen and carried away by GARNISS E. BAKER from the fact that he, said BAKER, admitted to deponent that he had taken said money from the said bank." The complaint is signed by RICHARD BERRY, President of the Bank, who was now placed on the stand. Mr. BERRY prefaced his testimony by saying:

With a heavy heart, but with no feeling of vindictiveness against Mr. BAKER, I've made this accusation. Notwithstanding the animadversions of the Press, the directors of the bank have caused the arrest of this man, and are prepared to do the same thing whenever a similar occasion arises. As for myself, this affair has been a source of great anxiety to me with regard to a man who has been with us so long. But I am here in the discharge of my duty. With these preliminary remarks I am ready to go on. On the 14th day of August, toward 3 o'clock, my suspicions were excited——

Mr. SEDGWICK said that, with the permission of the Judge, he would cross-examine the witness on the statements made by him in his complaint, and

Mr. Berry testified as follows: I do not wish to add anything to my affidavit made before the Justice; the defendant has been employed in the bank about thirty years, and to my knowledge has been Paying Teller since 1850; the cash assets of the bank consist of circulating notes, gold and silver, and receipts derived from deposits during the day, comprising bank notes, national bank notes, United States Certificates of Indebtedness, Clearing-house Certificates, and gold and silver; Mr. Baker, the Paying Teller, had the sole custody of the cash assets of the bank; the cash of the bank, after the capital stock is paid in, comes into possession of the bank by deposits through the receiving teller, and by its own circulation, which is charged to the paying teller; on the books of the bank there is an account stated under the head of cash representing the paying teller's accounts; he has sole charge of the cash of the bank; his duties were out of the cash to pay checks of depositors, and pay out money as he was directed by the President and Cashier; he was authorized to certify checks without limit to his authority; from 1860 to August, 1867, the general average cash assests of the bank varied from $400,000 to $800,000; that cash was kept in the vault in charge of the Paying Teller; he had his own trunks and safe; put it in an iron safe in the vault; I think one trunk was marked "First Teller," and the other was the iron chest; the key of the inner door was kept by a clerk, my son, and that of the other door by the porter; I last counted the cash of the bank on the afternoon of June 17, 1867; I assisted in counting with the Committee of the Directors; I suppose I counted at least $100,000 of Legal-tender and National Bank notes; I did not count all of it myself; there was nothing counted as cash but what I have enumerated; no certified checks; since then I have assisted with the cashier in counting the whole of the assets of the bank—all I could find; I myself counted $400,000 or $500,000—probably more; this was on Aug. 15; that is all I know of my own knowledge of the cash, on the days mentioned, in the bank; I conversed first with Mr. Baker about this matter on the morning of Aug. 15, at about ten o'clock; no one was present but ourselves; that interview lasted till about two P. M.; the cashier came in while I was accusing Mr. Baker—at about half-past ten A. M.—and was in and out during the rest of the day; during this time Mr. Baker was giving me explanations concerning the assets that I was counting; Mr. Baker coming back to me with his keys that morning, I said to him, "Mr. Baker, I have reason to suppose there is something wrong with your cash;" he made no immediate answer; I asked, "what is the charge of $8,536 that you charged yourself with on the 13th instant?" I had the charge there on the slate; he replied that it was the affair of the Second Teller's; that entry was made on his teller's list charging himself with the sum; the entry on the slate is in the Second Teller's writing, but is the entry made by the Paying Teller in his own hand he charges himself with the amount; that is still in possession of the bank; I said, "Mr. Baker, is your cash short?" he did not reply; I said, "Mr. Baker, is your cash short $10,000?" he did not reply; I said, "Mr. Baker, is your cash short $50,000?" he said "Mr. Berry, don't ask me—I don't know how much I'm short;" it came like a clap of thunder on me, and I immediately proceeded to count his cash; in the course of conversation he said, "I have lost money—I have been swindled out of money;" he said, "I have been swindled out of $10,000 by Mr. Jos. Manderlick; and have been swindled out of $10,000 by a Mr. Moore, formerly a book-keeper in our bank; he also said he had been swindled out of $10,000 by a Mr. Day; these were all the explanatory remarks he made while I was counting the cash; after that Mr. Baker told me his family was at Long Branch and he wanted to bring them home; I said "Mr. Baker go and bring your family home on Saturday morning;" that was Thursday; before he left that afternoon he said nothing further that I recollect; this was the substance of what he said except that I said to him, "Mr. Baker how could you do such a thing?" he said, Mr. Berry I was crazy," or words to that effect; I next saw him on Saturday afternoon, about five o'clock; he came into the bank; this interview lasted in the bank about half an hour; I said, "Mr. Baker, you didn't make your appearance this morning and I have been compelled by my directors and my own sense of what should be done, to make a charge against you;" and there is a warrant for your arrest;" he said "what is the use of arresting me? I am not going to run away;" he appeared very much affected, and I felt bad, and told him to go and see his uncle, Mr. Caldwell, one of the directors; he went alone and came back and told me Mr. Caldwell's store was closed; we then went in a stage to see another of the directors in Fourth-street; after being there we went to his uncle, the other director; I mentioned to him what I had done, and said I was desirous, feeling convinced Mr. Baker would not run away, to postpone the arrest for a few days, which the director acquiesced in; Mr. Baker asked him to be his bondsman, which the director refused; then we left and I went home and have not seen him since till this day morning, when he told me he sent certain securities to his brother to the amount of $10,000, which I should never been returned to him; he said a Mr. Moore had money from him to the extent of $10,000, I think, and that Mr. Day had had $10,000; he said he had trusted Manderlick with 160 shares of Canton and 100 shares of Northwestern stock, for which that gentleman had never accounted; he had never been able to see him; he had called at his house fifty times; I do not recollect that he said anything else; since then I have had no conversation with him; I have given in this examination all that I know of the facts of this case from beginning to end, except that I have proofs of false entries here; I recollect Mr. Baker's reluctance to speak of this matter on Thursday; I may have told him he had best make a clean breast of it; I think I did say he had better tell all he knew; I think I had said it better go around and see his friends on Thursday morning after he was arrested; I did not say to him it was best to make a clean breast of it; the facts that I know concerning the defalcation are as follows: Having found out this deficiency of $54,000, I took possession of Baker's drawers and papers on Aug. 15; I found these papers in his money drawer; it was unlocked, I think; it was his private drawer; there were two compartments in the drawer; there was a back compartment; in front was the bank money compartment which he lifted at night from the drawer and placed in the safe; I had this keys, and may have unlocked the drawer; on June 17, when the directors and I examined the cash of Mr. Baker and found it all apparently right, (objected to,) I know that Mr. Baker took from Woodward, Lawrence & Co., who have an account with our bank, on Aug. 10, $10,848 40; that entry (showing the firm's pass-book) is in Mr. Baker's handwriting; there is no entry on the books of the bank of that deposit; it was not Mr. Baker's province to take deposits; the regular way was for him to pass the deposit to the second teller, who should place it on the books of the bank. The paying teller should enter it on the cash book. I know from his charges to the second teller that he has never paid this deposit to the second teller; the regular way when such deposits are received is to enter them on the cash-book of the second teller, but it may have been left for the second teller to enter it; I do not know what became of the deposit; it is possible that it may have been handed over to the second teller; [to, I was going to say, fifty cases, where Mr. Baker has received such deposits, they are entered in his own hand in the cash-book.

Mr. SEDGWICK—Well, we don't want that.

I do not know of my own knowledge what these deposits of Woodward, Lawrence & Co. consisted of, nor of my own knowledge what became of them; I now propose to show how Baker covered up his deficiency on June 17; on that day, when it was necessary that he should have money to make up his books he charged to the First National Bank of Williamsburg $10,000; on its pass book that bank is charged with $46,902 68, while on the books of the Tradesmen's Bank this charge is $56,902 68; the next day the entries on the book of our bank are all correct, but the Williamsburg Bank is charged with $10,000 less, because the money was no longer needed; when I say these entries are on the books, I mean they are made there from these slips, [exhibited,] which are in Baker's handwriting; all the entries in the pass-book of the Williamsburgh Bank are correct, but the incorrect entries were in the books of our bank; then, on June 18, there is an entry indicating that $10,000 is at the command of Mr. Baker for one day for any purpose; it could have been taken to cover a deficiency of ten years ago, and in some other account; it does not necessarily follow, for all I know, that the money was not taken in 50 cent pieces or any small sums; in order to conceal more of his deficiencies, he receives, on June 15, $17,819,-99; I know this from his acknowledgment on the pass-book of Woodward, Lawrence & Co.; then, on June 17, we find a credit on the same book, in Baker's handwriting, of $6,256 60; there is no entry of this in the books of the bank till June 18, when both these sums are entered in the receiving teller's book; I do not know that that entry is made in Mr. Arnold's hand-writing; in that case the money was returned to the bank; the only thing wrong about the account of Woodward, Lawrence & Co. is a deficiency of $10,000 on Aug. 10; on June 17 Baker charges Mr. Arnold, receiving teller, with the amount of $6,256 60; there is no credit on the books of the bank for the amount; on the 15th these items go into Mr. Arnold's cash, showing that he received them, but at the end of the day Baker gives himself a credit of $34,000 in his own handwriting, which he deducts from his charges to the second teller—charging the second teller so much less money and giving himself command of $34,000; instead of crediting Lawrence, Woodward & Co. he credits himself; there was a collusion between these two men undoubtedly; then I found vouchers of Mr. Day for $5,839; Mr. Day keeps no account in the bank; I found these in Baker's drawer; this man Day, I understand, went off to California and committed suicide; these vouchers indicate transactions of more than three years ago; in the latter part of 1866 and beginning of 1865 I found vouchers of Mr. Moore for $2,259 50, acknowledging the receipt of that sum from Mr. Baker; Baker said he lost $10,000 by Mr. Moore; he did not say when; then I found in Baker's drawer checks signed by B. M. Cheesebrough, for various amounts, in all $8,375; I have no explanation from Mr. Baker of these checks; they are drawn on the bank, and are not on the books of the bank; Mr. Cheesebrough, I believe, is dead; I do not know whether a dollar of the bank was ever paid on these checks; then I find twenty-six checks of his son (who kept no account in the bank) for $14,101 41; they are drawn on the Tradesman's Bank, are certified and have been paid by the bank; whether Mr. Baker had private money of his son's to pay them I do not know; I have no knowledge that these are connected with any defalcation; that these checks have been paid can be ascertained by referring to the slips; it is customary for persons to give a teller money to pay checks and for the tellers to pay them in such case, and these checks, for all I know, may have been connected with some such transaction; then I find checks for $98,594, signed by Joseph Mandelick; these checks have never gone through the bank; they are certified by Baker as good; Mr. Baker admits to me that Mandelick has $10,000 of his which he has not paid, and only this; these checks have gone through our exchanges charged to the bank; Baker had no right to certify checks of Mandelick, who had no money at the bank; prior to these transactions Mandelick had an account in the bank; these checks are dated a year or more ago; Mandelick's account, except about $8, has been withdrawn; none of those checks when drawn were good; Mr. Mandelick may have deposited stock with Baker, and in that case, though the transaction was irregular, it did not show that he meant to defraud the bank; the fact is that Mandelick has bought stocks for Baker with funds of the bank, and if the transactions went against him, Baker would have had to make good the loss to the bank; had the bank seen any of these checks it would have stopped these transactions; if I had found out these transactions it would have been cause for Baker's removal from the bank, but nothing more, unless there was some loss to the bank; none of these checks were paid to Mandelick; these checks on other banks, certified by Baker, passed through the Clearing-house, and in the adjustment of accounts of the banks the Tradesman's Bank was short that amount; the various banks make up their budget of the day, and these checks are paid by Mr. Baker's making up the amount and sending it to the Clearing-house; with the exception of the $10,000 taken on Aug. 10 I do not know of my own knowledge when the $54,000 was taken, or in what sums, or in what kind of money.

Mr. SEDGWICK now moved that all the evidence be stricken out concerning admissions made by BAKER after promises made by the prosecutor to him, on the ground that they were made after inducements to confess were held out to him by Mr. BERRY, the President of the bank.

Mr. BERRY denied that there was anything in his testimony showing that such promises had been made.

Mr. SEDGWICK held he made the motion on the assumption that there was. If there was not, of course, that would appear to the Judge when he considered the evidence.

The decision was reserved.

To Judge Hogan: The deposit of $10,000 made by WOODWARD, LAWRENCE & Co. in Aug. 10, for $10,-848 40, as appears in the pass-book, was received by Mr. BAKER; it is in bishand-writing; that has never been entered in the cashbook; no return whatever of it has been made to the bank; the bank has credited the amount to WOODWARD, LAWRENCE & Co. I do not know what became of that money. (To Mr. SEDGWICK.) From the slip of that day I cannot tell whether or not that money was charged to the second teller.

Mr. SEDGWICK claimed that from the evidence there was no ground on which to hold the accused on a charge of larceny. Larceny consisted in stealing an identical thing, and not in stealing credits. Whatever might be the Judge's opinion of the irregularity of Mr. BAKER's transactions, he (Mr. SEDGWICK) would be greatly surprised to hear that his Honor held that BAKER had committed a crime.

Judge HOGAN held the prisoner to bail in the sum of $20,000, and until his sureties should come forward remanded him to prison.

The accused made the following statement:

My name is GARNISS E. BAKER; I am 50 years old, was born in New-York City, reside at No. 40 West Twenty-ninth-street, am a clerk by occupation and am not guilty of this charge.

POLICE COURTS.

THE TOMBS—KELLY, JUSTICE.

EXTENSIVE LARCENY OF PAPER.

About 10 o'clock on Thursday night, as Officer MULLEN, of the Twenty-seventh Precinct, was patrolling his post, he noticed that three men were loitering near the premises of ROBERT ANTHONY & Co., No. 13 Trinity-place, and he obtained the assistance of Officer DUNN. Subsequent investigation led to the discovery that the door of No. 13 was open, and one of the men, who afterwards proved to be MICHAEL MALLOY, an employe of the firm, went inside, and soon after commenced with his two confederates. The officers then made a rush and arrested all three of the burglars, and then ascertained that a large quantity of writing paper, valued at $170, had been packed up, and was near the open door, in readiness for removal. The two other prisoners gave their names as LAWRENCE GORSELLO and JOHNNY COLLINS, and all three were arraigned before the magistrate yesterday morning. JOHN S. BAINDOLLAR made the necessary affidavits in behalf of the firm, and the accused were fully committed for trial at the General Sessions, in default of $1,000 bail, each. MALLOY is 18 years of age, GORSELLO is 40, and COLLINS 71 years, while all three are natives of Ireland. MALLOY confessed his guilt, but the others denied the charge.

VIOLATING CORPORATION ORDINANCES.

DANIEL FLANNAGAN was found yesterday by Officer MURDOCK, of the Third Precinct, obstructing traffic on the corner of Chambers and West streets. He was ordered to remove the obstruction FLANNAGAN refused, so was arrested and arraigned before the magistrate. As the prisoner was proven to have willfully violated the City ordinance against blocking up the public streets, the magistrate fined him $5, which was paid, and he was released.

TROUBLE IN CHINA.

JOHN AWAU and JOHN AHEA, both Chinamen, yesterday rendezvoused at No. 12 Baxter-street, in the rear, for the purpose of indulging in the national vice of opium-smoking, such practices being common on those premises. During the afternoon AWAU was awakened by a friend, who asked him the time of day, when AWAU discovered that his silver watch and $95 in money had been stolen from his person. As JOHN AHEA was the only person in the room during the opium interval, Detective WOOLDRIDGE, of the Sixth Precinct, arrested him, and found the watch and $40 in his possession. The prisoner was arraigned before the magistrate and remanded for examination.

JEFFERSON MARKET—LEDWITH, JUSTICE.

MAN AND MONEY GO TOGETHER.

On the 29th of July last CHARLES GILBERT, living and doing business at No. 87 Greene-street, had in his employ a man named DAVID CORLISK, and in his possession $115 in Treasury notes. This money, on the date mentioned and about 9 o'clock in the evening, he took out of its hiding-place in a clothes press in the kitchen in order to get some change, the man being present when he did so. Within a few minutes afterward he had occasion to go again to the impromptu bank, when he found that the money had disappeared, and the man being then inquired for, it was found that he too had disappeared, leaving a portion of his clothing behind him. He was hunted for without success until yesterday, when he was found and captured by Officer PERKINS, of the Twenty-ninth Precinct. At the Court DAVID CORLISK gave his age as 23 years, his nativity as Michigan, his occupation a bar-tender, and stoutly denied any knowledge of the money that had gone off on the same evening that he did. He was committed without bail to answer at the Court of General Sessions.

GETTING THE TIME.

RUDOLPH MYERS and FREDERICK WENZ meeting on the 23d of July, and the latter having a silver watch and chain which he valued at $15, MYERS asked him to let him look at it. WENZ alleges that when he gave it to him MYERS went off, refusing to return it. A complaint of petit larceny was taken against MYERS, and he was held for the Special Sessions.

THE ARSON CASE.

The examination was commenced in the case of GEORGE B. REILLY, charged with firing his premises, No. 623 Sixth-avenue, Ex-Judge STUART appearing for the accused, and Fire-Marshal BAKER conducting the case in behalf of the people. Several witnesses were examined, but up to the hour of adjournment nothing of material importance had been elicited.

ESSEX MARKET—SHANDLEY, JUSTICE.

THE RESUL OF A THREAT.

JOHN SHAT, No. 62 Montgomery street, entered a complaint against JOHN CARR, alleging that CARR was in the habit of carying a concealed weapon in the form of a pistol. Not only so, but on one occasion the pistol was not concealed, being in the hands of CARR, who pointed it at SHAT, and used the comprehensive threat, "I'll fix you," vague in itself, but in the vulgate of the street, doubtless of bloody import, as CARR was committed for six months to Blackwell's Island.

YORKVILLE COURT—MCBRIEN, ALDERMAN AND ACTING JUSTICE.

ONLY HAMS.

CHARLES LEOPOLD, No. 463 Second-avenue, made oath that WILLIAM HAMPF and JOSEPH KRAMER had stolen from him four hams of the value of $9, basing the charge upon the fact that he had caught them in the act of taking them on the 22d inst. This was held to be sufficient to send them down, and down they were sent to the Court of General Sessions.

LAW REPORTS.

UNITED STATES COMMISSIONERS' OFFICE.

Before Commissioner Osborn.

THE LAWSON-ASCHER CASE.

An examination was had yesterday before Commissioner OSBORN, in the case of the Government *vs.* Nicholas Lawson and Adolph Ascher, who, it will be remembered, are accused of having illicitly removed a quantity of whisky from their distillery to a building "other than a bonded warehouse," as required by law.

Mr. Sherican Shook, Collector of the Thirty-second District, was examined, but nothing was reated in his testimony that has not already been detailed in the TIMES.

The examination will be continued on Wednesday next.

SUPERIOR COURT—SPECIAL TERM—AUG. 23.

Before Judge Barbour.

REPORTERS EXCLUDED FROM THE EXAMINATION OF A JUDGMENT DEBTOR, AND THE TESTIMONY FORBIDDEN TO BE PUBLISHED.

Peter Mitchell vs. *Michael Norton.*—Plaintiff is a large liquor-dealer of this City, and defendant is Alderman of the Third District. Plaintiff having obtained a judgment against defendant and execution having been returned unsatisfied, he resorted to the ordinary supplemental proceeding of examining the judgment debtor as to his financial condition, what money he had received, what he had done with it, &c., &c. Before entering upon the examination, the defendant Norton applied to Judge BARBOUR for an order excluding reporters from the examination and forbidding the publication of the testimony. Judge BARBOUR granted the order, against the protest of plaintiff's counsel, Roger A. Pryor, Esq., and reporters were excluded. It is thought by some that the examination might lead to an exposure of certain proceedings in the Common Council that are generally classed as "official corruption," and hence there was some curiosity on the part of reporters as well as others to be present. Judge BARBOUR claims that the examination of a judgment debtor is a proceeding which, in the hands of unscrupulous counsel, might be made to pander to idle curiosity and private scandal, and that it is one of those cases where the Court has discretionary power to prohibit the publication of the proceedings.

COURT OF COMMON PLEAS—CHAMBERS.

Before Judge Cardozo.

ABATEMENT OF NUISANCE.

Charles Schneider vs. *Patrick O'Hara.*—This was an action to restrain the defendant from keeping a livery stable at No. 936 East Twenty-fourth-street, in the rear of plaintiff's premises. The plaintiff is the proprietor of the houses Nos. 409 and 411 Second-avenue, which are let by him, according to his statement, to about one hundred and twenty-five tenants. His complaint is that the exorement from the horses and the water from the horse-trough soak through into his (plaintiff's) cellars, to the great annoyance of his tenants, and to the great pecuniary loss of himself. The defendant sets up, on the other hand, that plaintiff's cellars have long been a nuisance, owing to their having a spring of water in them and being lower than the sewer; and that the Board of Health has had to intefere with his cellar, the unhealthiness of which in no way results from defendant's stables. The case comes up on motion to dissolve a temporary injunction.

The Court reserved its decision.

MONETARY AFFAIRS.

Sales at the Stock Exchange—AUG. 23, 1867.

$10,000 U. S. 5s, '71, R.	116	30 West. U. Tel.	43⅜
15,500 U. S. 5s, 5-20s, C.		100 do.	43¾
'62	110¾	100 Del. and Hud. Co.	145
25,000 do.	110¾	100 Quick. Min. Co.	27⅛
4,000 U. S. 5-20s, C. '65		50 do.	28⅜
new issue	108⅛	50 Atlantic Mail	14⅞
1,000 do.	108⅛	50 Pacific Mail	147½
4,000 do.	108½	100 do.	148
35,000 U. S. 6s, '81, C.	116⅞	100 do. 2d call	147⅞
1,000 U. S. 6s, 5-20s, C.		200 N. Cen.	80⅜
'62	113⅛	50 do.	104⅞
14,000 do.	113⅜	100 Erie Railroad	69
35,000 U. S. 5s, 5-20s, C.		500 do.	69⅛
'67, New issue	108⅛	500 do.	69⅜
2,000 U. S. 5s, 10-40, C.	102⅜	600 do.	69⅜
20,000 do.	102⅜	100 Reading R.	103⅜
1,000 Pac. R'ds, 7-10s,		200 Hon. Port. & Erie	15⅜
2d Ser.	107⅜	300 Pitts. F. W. & C. R.	103
113,200 do.	107⅛	15 do.	103⅛
900,000 do.	107¼	100 do. 2d call	103⅛
5,200 do. Third Ser.	107⅛	300 St. A. & N. L. R.	63
25,000 do.	107⅜	100 do. s10	80⅜
1,000 Tenn. 6s, new—c	65¾	200 do.	80¾
2,000 do.	65¾	100 do. 2d call	80¾
28,000 do. 2d call	65¾	200 Clev. & Pitts.	92¼
10,000 Tenn. 6s, new	65	600 do.	93
2,000 Mo. 6s.	102¾	100 do. 2d call	92⅜
2,000 Cal. 7s.	100	100 do.	92⅜
10,000 O. & M. C.	26⅜	25 Cle. Col. & Cin. R.	101
3,500 Ohio Pr. C.	66⅜	1100 Chi. & N. W.	45¼
10,000 Mad. & C. 1st M.	52	100 do.	45⅜
10,000 Alt. & T. H. In.	79	100 Chic. & N. W. P. b30	89
4,000 Chi. & Alt. 1st M	102	100 do.	89
10,000 Nat. Bank	108	200 do. b30	89¼
100 Adams Ex. Con.	74⅜	100 do.	89⅜
100 U. S. Ex. Co.	75	100 Chi. & R. I.	124¼
25 Mer. U. Ex. 30 ⅌ cent. paid.	17	100 do.	124⅜
200 Manhattan Gas.	156	100 Mil. & Nat. Paul.	48
1 Canton Co.	47	100 Tol., W. & W.	48¾
100 Cum. Coal Pr.	36	1000 Ind. & Cin.	81

SECOND BOARD.

$110,000 U. S. 6s, '81, C.	111	500 West. U. Tel. s30	43⅜
13,000 U. S. 5s, 5-20s, C. '62	112⅜	500 do.	43¼
5,000 U. S. 5s, 5-20s, '64, C.	109⅜	100 Mar Min Co.	10¾
125,000 U. S. 5s, 5-20s, '67, New issue	108¼	100 Citizens' Gas	127½
100,000 U. S. 5s, 5-20s, C. '67, New	108¾	100 At. Mail	113
5,000 U. S. 5s, 10-40s. C.	102⅜	20 Pacific Mail ex. div	145
50,000 do.	102⅜	100 N. W. Cen.	80⅜
30,000 Tr. Notes, 7-10s, 2d series	107⅜	100 do.	105
1,000 Missouri 6s.	103	200 Erie R.	69⅜
20,000 N. Car. St. 6s, new	54	200 do.	69¼
10,000 Ohio 6 M. C. b30	26⅜	200 M. S. & N. I.	81
		50 Ill. Cen. R.	119
		100 Clev. & Pitts.	92⅜
		100 Chi. & N. W. R.	45¼
		200 do.	45⅜
		200 Mar. & C. 1st P.	24⅜
		65 Chic. B. & Q. R.	150

OPEN BOARD—10 A. M.

40 Am. Ex. Co	73⅜	200 M. S. & N. I.	80¼
100 Pacific Mail.	147½	800 do.	80¾
100 West. U. Tel.	43	300 do. b3	80¾
200 do. b10	43⅜	100 do. b10	80¾
100 N. Y. Cen.	104⅜	330 do. c	80¾
800 do.	69¼	200 Clev. & Tol. R.	122
100 do. c10	69⅛	100 Chi. & Alt. R. pf.	102
200 do. b3	69¼	100 Chic. & N. W. R.	89
2200 Reading R.	104	100 do.	45⅞
500 do. b10	104	200 Clev. & Pitts.	92¾
200 Chi. & R. I.	124⅜	200 do.	92¾
100 do. b10	45¼	400 Chic. & N.W. Pf.	89¾
400 do.	45¼		

OPEN BOARD—3 P. M.

$10,000 O. & M. C. s30	26⅜	200 Reading	b10 104⅜
30 000 do.	26⅜	100 Mich. S. & N. I. b3	81¼
10,000 do. b60	26⅜	800 Clev. & Pitts	93
100 Boston W. P.	21	100 Chi., R. I. & P. b10	1 3⅜
100 Wells, F. & Co. Ex	66¾	600 Chi. & N. W.	45⅜
100 Quick. Min.	27⅛	200 do. b10	45⅜
50 Pac. Mail ex. div	145⅛	300 Chic. & N. W. P.	89¾
400 do.	145⅞	100 do. s10	89¾
100 West. U. Tel.	43⅜	800 do.	89¾
1800 Erie R.	69⅜	400 do.	89¾
200 do. b3	69⅜	100 do.	89¾
200 do. b10	69⅜	100 do. s15	89¾
100 N. Y. Cen.	105	100 do.	89¾
100 Hud. Riv. R.	124¼		

FRIDAY, Aug. 23—P. M.

Borrowers on call experienced no difficulty in making adequate provision for their wants in the Money line to-day at 4@5 per cent. All the reports were of a diminished inquiry for accomodation, on a well-suppled market. The large dealers in the public funds were refusing balances at 4, and were getting quite as much as they could promptly and profitably employ at 3@3½ ⅌ cent. One or two of them were themselves lenders to a fair extent. The discount business was quite lively, and the best grades of commercial paper were current at 6@7 ⅌ cent. ⅌ annum. A few hundred thousand dollars were all the remittances to the interior that were reliably reported during the day. The Sub-Treasury reduced its balances full six millions, chiefly by credits as disbursements for retired Compound Interest notes sent forward to the Department. The Office closed the day with balances amounting to $138,349,599, against $139,294,246 yesterday on receipts, during the day, of $1,045,411, including $584,000 from Customs, against payments of $7,090,057. About seven millions of August, 1864, Compound Notes have been redeemed at the Office since the notes matured eight days ago; and at the Boston Office about five and a half millons have been thus far retired.

The Gold speculation was devoid of life through the forenoon, and lower figures were made in the Room. Later in the day there was more buoyancy in the market, under rumors of the receipt from London of reduced quotations for United States Five-twenties. Use was also made of reports from Washington of the probability of further Cabinet changes; but these reports, as a rule, were mere guesses, telegraphed from the capital for purely speculative purposes. They have been very industriously circulated for some days, generally in the vaguest form, with now and then the name of one or another Cabinet officer thrown in "to make weight." Nobody seemed to attach any importance to them save the inflationists of the Gold Board, who dexterously manipulate every flying rumor—probable, possible, or even utterly absurd—so as to promote their own sinister interests. The extremes of the dealings to-day were 140⅝@1411, and the latest quotation was 141. The Customs were again large, making $2,673,000 for the past five days of the current week, or an average of $534,600 a day, which is above even the high daily average of last week. Scarcely any export demand was felt during the day; and the foreign Exchange, closed tamely and heavily on the basis of 109½@109¾, as the extremes, for banker's sixty-day sterling drafts. The supply of bills was fair.

A decidedly livelier investment business has been transacted to-day in the Public Funds at an advance of ⅛@¼ ⅌ cent. from the low currency of yesterday. A number of foreign orders for the original issue of Five-twenties, as also for the earlier 1865 issue of the same class of Bonds were executed for the outgoing steamers of Saturday, on which day, the shipments of our Government Securities will be liberal in amount, certainly over a million in the aggregate. A more comprehensive inquiry was experienced from home buyers, though their orders run generally on the Five-Twenties of the Consolidated form; on the Ten-Forties, and on the Treasury Notes. At all the calls of the list, at the regular Board, the bidding was quite brisk; and at the close, the market was strong and buoyant, with comparatively moderate offerings available to purchasers.

Though the Railway and Miscellaneous list was by no means active, quite a demand prevailed for the leading speculative favorites, and, though there were frequent slight changes in values, during the day, the market closed up firmly. Some anxiety was expressed by the more cautious operators to ascertain the effect of the week's remittances of currency to the interior on the City Bank averages; but we have reason to believe that most of the rumors of a further damaging loss of legal tender and National Bank notes as the result of the week's correspondence, will not be justified by the forthcoming Bank exhibit.

At 5 o'clock the following quotations were made as compared with Thursday night:

	Thur.	Fri.		Thur.	Fri.
U. S. 10-40s	102⅜	103	N. West Pref.	68½	69¼
U. S. 5-20's, 1862	113¼	113½	Rock Island	102¾	102⅝
U. S. Con. 5-20s	108⅛	108⅜	Fort Wayne	103⅜	104
N. Y. Centra	104⅝	105⅛	W. U. Telegraph	42⅞	43¼
Erie	68¾	69⅜	Cumberland	34	35
Hudson	123⅜	124	Mariposa, Pref.	18	20
Reading	103⅜	104⅛	St. Paul Pref.	64⅛	65
Mich. Southern	80⅛	81	Pacific Mail	147⅜	*145⅛
Pittsburgh	92¼	93	Toledo & Wabash	48	48⅜
Penn. Cs. new	65	66	American Gold	140¾	141
Northwest	45	45¾	Bills on London	109⅜	109⅝

* Ex. dividend.

The following bids were made for the various Public Funds of the United States at the latest call of the Government Department Stock Exchange:

6 ⅌ cent., 1867	137	5-20 cou., small	108
6 ⅌ cent., 1868	137	6 ⅌ cent., reg. 1871	116
6 ⅌ cent., Compon. 1868	137	6 ⅌ cent., reg. 1881	116
6 ⅌ cent., reg. 1881	110¾	End. cou., 1871	116
500 & 1,000, '81	111	5 ⅌ cent. reg'd, 1874	109
5-20 registered, 1862	108¾	5 ⅌ cent. cou., 1874	110⅜
5-20 500 & 1,000	113¾	10-40 reg.	99
5-20 registered, 1864	108¼	10-40 500 & 1,000	102⅝
5-20 cou., 1864	108¼	7-10 1st series	107⅛
5-20 500 & 1,000, 1865	110⅝	7-10 2d series	107⅜
5-20 cou., 1865, new issue	108¾	7-10 3d series	107⅜
5-20 cou., 1867	108¾		

The bids for the State and City Bonds were as follows:

N Y City 7 ⅌ ct. '70	103	Ill. 6s coun. '79 aft. 1882	100⅜
N. Y. reg. B'y loan	116¾	Illinois 6s c. '79 aft. 1885	100⅜
N. Y. 6 ⅌c. B'y loan, 1869	100	Illinois 6s c. '79 aft. 1870	100⅜
N. Y. 6 ⅌c. B'y loan, 1872	100	Illinois coupon 6s, 1877	102⅜
N. Y. 6 ⅌c. B'y loan, 1873	100	Illinois coupon 6s, 1879	100⅜
N. Y. 6 ⅌c. B'y loan, 1874	100⅜	Illinois War Loan	100⅜
N. Y. 6 ⅌c. B'y loan, 1875	100	Tennessee 6s, ex. c.	64½
N. Y. 6 ⅌c. B'y loan, 1877	100	Tennessee 6s, new bds	64½
N. Y. 5 ⅌c. B'y loan, 1878	100	Tennessee 5s, new bds	60
Brooklyn 6 ⅌ cent.	90	Virginia 6s, ex. c.	49
Brooklyn 7 ⅌ c. w.	101	North Carolina 6s	60
Brookl'n 6 ⅌ c. Pb. Pk. L	90	North Carolina 6s, ex. c.	54
Brooklyn 6 ⅌c. Im. Stk.	90	North Car. 6s, n. bds	53¾
N. J. 6 ⅌ c. W. water loan	102	Missouri 6s	102⅜
Ohio 6 ⅌ c., 1886	101	Missouri Pac. R. iss	102¾
Illinois Canal Bds, 1860	100	California 7s	122
Illinois 6s, 1860	100	Connecticut 6s	100
Ill. 6s coun. '79 aft. 1860	100⅛		

And the following for the City Bank Shares:

New-York	125	Hanover	112
Manhattan	118	Irving	105½
Merchants'	118	Metropolitan	133
Mechanics'	140	People's	135
Union	117	Market	111
America	140	Shoe and Leather	110½
Tradesmen's	135	Continental	106
National	112	St. Nicholas	103
Merchants' Exch'ge	110	Marine	140
Seventh Ward	107½	Impt'rs. & Traders'	115
State of New-York	110	Manuf'r & Merch'ts.	102
Mechanics' Bkg. Ass.	110	Central National	108
American Exchange	117½	Fourth National	108
Bank of the Republic	116	Ninth National	136½
Bank of North Am.	105	Oriental	135

And the following for the Railway Mortgages:

Erie 1st mort. 1867	107	Tol. W. & W. S. F.	89
Erie 7s, 1871	103

The New-York Times.

NEW-YORK, SATURDAY, AUGUST 24, 1867.

Amusements this Evening.

NEW-YORK THEATRE.
Broadway, near 8th-st.
THIS AFTERNOON, commencing at 2 o'clock—MATINEE.
THIS EVENING, commencing at 8 o'clock. UNDER THE GAS LIGHT. Characters by Messrs. A. H. Davenport, J. K. Mortimer, J. B. Studley, Welsh Edwards, James Dunn, C. T. Parsloe, H. Ryner, Miss Rose Eytynge, Miss Blanche Grey, Mrs. Skerrett, Mrs. Wright, and others.

WALLACK'S THEATRE.
Broadway, corner 13th-st.
THIS EVENING, commencing at 8 o'clock. LITTLE NELL and THE MARCHIONESS. Characters by Miss Lotta and company.

BROADWAY THEATRE.
Broadway, near Broome-st.
THIS AFTERNOON, commencing at 1½ o'clock—MATINEE.
THIS EVENING, commencing at 7¾ o'clock, CASTE. Characters by Mr. W. J. Florence, Mrs. W. J. Florence, Mrs. F. S. Chanfrau, Mrs. G. H. Gilbert, Mr. W. Davidge, Mr. O. Marlowe, Mr. E. Lamb.

NIBLO'S GARDEN.
Broadway, between Prince and Houston sts.
THIS EVENING, commencing at 7¾ o'clock, an original and grand spectacular Drama, entitled THE BLACK CROOK.

FRENCH THEATRE.
14th-st., near 6th-av.
THIS EVENING, commencing at 8 o'clock, ELIZABETH, QUEEN OF ENGLAND. Characters by Mrs. F. W. Lander, Mr. Jas. H. Taylor, Mr. George Becks, Mr. J. W. Coggswell, Miss Minnie Monk, Miss Jennie Gourlay, Miss Adah Monk.

BOWERY THEATRE.
Bowery, between Bayard and Canal sts.
THIS EVENING, commencing at 7 o'clock, EAGLE-EYE. Characters by Miss Leo Hudson, Miss Virginia Howard, Mr. Henry St. Leon, Chas. Warwick, &c.

BARNUM'S NEW MUSEUM.
Broadway, between Spring and Prince sts.
THIS AFTERNOON at 2½, and EVENING at 8, MOTHER GOOSE AND HER GOLDEN EGG. A LARGE COLLECTION OF LIVING WILD ANIMALS. 800,000 CURIOSITIES.

BANVARD'S MUSEUM.
Corner of Broadway and 30th-st.
THIS AFTERNOON, commencing at 2 o'clock—MATINEE.
THIS EVENING, commencing at 8 o'clock, DIAVOLO; OR, NOBODY'S DAUGHTER. Curiosities from all parts of the world.

BROADWAY OPERA HOUSE,
No. 600 Broadway.
THIS AFTERNOON, commencing at 2 o'clock—MATINEE.
THIS EVENING, commencing at 7¾ o'clock, GEORGIA MINSTRELS.

TERRACE GARDEN.
3d-av., between 58th and 59th-sts.
THIS EVENING, commencing at 8 o'clock. CONCERT OF THE ARION VOCAL SOCIETY.

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To Advertisers.

Advertisers in the TIMES are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

NEWS OF THE DAY.

EUROPE.

It was rumored yesterday that the formal treaty concluded at the Conference recently held at Salzburg for the formation of a South German Confederation has proved a signal failure. The Government of Bavaria has, it is said, replied to the propositions of their Majesties of France and Austria by a positive refusal to join the Bund.

The Emperor NAPOLEON, on retiring from Salzburg, departed for Biarritz.

A state of siege has been declared in all the Provinces of Spain, in consequence of anticipated insurrectionary movements.

It is reported that the Czar, who is now in the Crimea, is quite ill.

Admiral FARRAGUT and the officers of his fleet yesterday received a grand ovation at Cronstadt from the Russian naval officers. The Grand Duke CONSTANTINE and many Russian dignitaries were present.

GENERAL.

In the Constitutional Convention yesterday, the Standing Committee on the Powers and Duties of the Legislature submitted a report on that subject. It provides that the sessions of the Legislature shall be held biennially only, commencing on the first Tuesday in January, 1868, and on the same day every second year thereafter, and contains numerous restrictions on the action of the Legislature in local affairs. Resolutions regarding the cession of lands to the United States, amending sections of the reports of the Committees on Counties, Towns and Villages, and the Organization of the Legislature, were tabled. The report of the Committee on the Pardoning Power was next taken up, the Convention going into Committee of the Whole and discussing the question until the hour of adjournment was at hand. The Convention adjourned to Monday evening next.

The Springfield (Mass.) *Republican* says that 5,000 Spencer rifles, which have been delayed at Albany several months, are now arriving at the Springfield Armory for repairs. They were long delayed at Albany because of an old Government order to pay for no freighting except upon the presentation of the original way-bill; and as in this case the way-bill was lost, the Western Railroad refused to transport the guns, and run its risk of getting its pay; but the matter has now been arranged satisfactorily.

Miss MARY E. TAZEWELL, of Philadelphia, who was in company with Rev. Mr. CHASE, at Mount Desert, Me., and was drowned at the same time by the sinking of the yacht in which they were sailing, made a will on the 24th of June, shortly before leaving the city. It contains, in addition to bequests to her relatives, the following: $1,000 to the Foreign Missionary Society of the Moravian Church of Philadelphia, and $1,000 to the Home Mission Society of the same church.

It is stated that the North Carolina University, at Chapel Hill, will soon be closed because of its inability to conduct its exercises further. It was in a most flourishing condition when the war broke out, but lost all its money, and with that most of its friends.

The Massachusetts Democratic State Committee are to meet on Monday, 26th inst., to consider the subject of calling a State Convention. The new restrictive liquor law is likely to complicate politics to a serious extent in the Fall election.

Official reports received in Washington, and published in another column, give full accounts of the engagement of the United States naval forces with the pirates of the Island of Formosa.

The Supervisor of one ward in Philadelphia says that nearly $9,000 will be required to repair the damage done to streets, culverts, &c., by the recent rain storms.

Prof. WHITNEY, of the California State Geological corps, reports that by careful barometrical observations he found the height of Mount Hood, in Oregon, not to exceed 12,400 feet.

JOHN C. PHILLIPS, of Richmond, Va., has been arrested upon the charge of stealing 150 kegs of powder, the property of DUPONT & Co., from the magazine of their agents in that city.

LOCAL.

Quite a riotous demonstration was made by a number of residents of Mott-street, between Prince and Houston-street, last night. A prisoner was rescued from an officer, and the representative of the law was badly beaten by an infuriated mob. The arrival of a strong force of Police and the capture of the leading rioter finally brought about the dispersion of the crowd.

In the case of PETER MITCHELL vs. MICHAEL NORTON, Alderman of the Third District, in which NORTON is being examined as a judgment debtor, Judge BARBOUR yesterday issued an order excluding reporters from his Court, and forbidding the testimony to be published.

GARNISS E. BAKER, Paying Teller of the Tradesmen's National Bank, was held to bail in the sum of $20,000 by Justice HOGAN at the Tombs, yesterday. Mr. BERRY, President of the Bank was examined at great length.

JOHN L. TAYLOR, said to have been formerly a Commissary in the rebel army, was arrested in Brooklyn yesterday on a charge of attempting to shoot his wife.

Gold closed yesterday at 141. The Funds and the Stock list were firmer, the former quite active. Money easy. Exchange heavy. Produce and Merchandise were in less demand, as a rule. Flour, Wheat, Oats and Pork were cheaper. Cotton and Lard were less buoyant. Corn closed in favor of buyers. Freights were more active.

Judicial Salaries.

There are three ways in which the framers of a government can so constitute its judicial department as to deprive it of dignity and usefulness—by creating the office of a judge with a low salary, or for a short term, or by means of election. The State of New-York has unhappily combined the three. Any one of these mistakes must have gradually lowered the character of the judiciary; it is a marvel that all of them, coöperating with mutual mischief for the twenty years of the experiment, have not sunk it even beneath the level at which it now stands.

The compensation of our Judges of the higher Courts is much too small to secure the services of the best men for the Bench, and far below a fair return for their labors. Our practice in this respect resembles that of Russia, whose officials are so miserably paid that they are expected, as a matter of course, to indemnify themselves through extortion and fraud. It ought to resemble that of Great Britain, the country which, as to judicial duties and the character of litigation, most nearly approaches our own. Of course the salary of a Chief Justice should not equal an English Chancellor's, exceeding that of our President. Where the judiciary is part of the machinery of a costly and imposing government, more of its compensation goes to keep up State dignity than to repay services. But republican simplicity may err as far in the other direction, by grudging a reasonable reward for the display of qualities that are really above price. It is precisely in the working of the judiciary department that such parsimony is most surely and severely punished.

The supposition that men of first-rate ability at the bar can be induced by the present salaries to exchange their practice for a seat on the Bench is too ludicrous to be entertained. There are advocates in this City whose professional receipts for one year have exceeded those of a Supreme Court Judge for his whole term, and single cases are by no means extraordinary in which the counsel fee equals his salary for a year. There are other members of the profession whose quiet pursuit of its less conspicuous branches insures them for all their life an income as large as his, without his doubts and anxieties as to reëlection. Such men understand their value to the community too well to be tempted, even if the salary were doubled, by an office which must be resigned in six years, or retained through political intrigue. What must be the consequence, unless we expect to alter human nature for the benefit of our economy? Just the consequence that would follow in any other country, with perhaps the same occasional honorable exceptions, serving to prove the rule. Men of inexperience or of second or third rate ability hasten to take the places which the leaders of the profession reject. Those who have failed to win any standing on the floor of the Court subside into a sitting on its Bench, and the strange spectacle is every day presented of Judges confessedly and consciously inferior in learning and ability to either of the counsel between whose views of the law they are to decide. Necessarily such inferiority reacts upon the profession itself. Cases are less carefully prepared—the easy accumulation of precedents to weigh down a weak judicial mind is preferred to the laborious examination and application of principles, which alone could convince a vigorous one, and personal prestige and influence are freely and unfairly imposed upon a court rather respecting than respected. Instead of logical appeals to judicial reason, the sort of argument is continually offered to the Bench which would be addressed to the prejudices of a jury. The few Judges whose ability and character raise them above such influences, may indignantly repel or check them in their own tribunals; but what can their single, honest efforts avail to arrest the confirmed and continuing deterioration in the tone of the legal profession which must follow from the consciousness that its best work will be thrown away upon those who are far from being the equals of its best men?

Something might be said for this penurious system if cheapness could purchase honesty. But the reverse is notoriously the fact. The low compensation invites a lower grade of character, as it summons a lower quality of intellect to the Bench. Few Judges can maintain their social position at this day upon their salary alone, trenched on as it is by demands for political expenses, without painful economy. Its meanness is a direct premium upon corruption. And the patronage of judicial office affords ample opportunity for making money in indirect ways, without risking the danger of bribery. Who does not know that the Bench in this City can be made, and has been made, a placer by unprincipled men? Who does not recollect the extraordinary act giving the Governor power to select a single Judge who was to engross all Chamber business, which roused an instant indignation that daunted even the audacity of those who plotted the scheme? No one has contradicted, because no one can contradict, the plain exposures lately made by a leading morning journal of scandalous abuses of this kind in our courts. The field is so inviting that politicians, with scarcely a claim to legal learning beyond a tyro's, and with no pretence at all to respectability, press into the strife for election to these seats. The same complaint comes up, though less loudly, from the country districts, showing that it is the depravity of the system, and not the depravity of the City, that produces this disgraceful result. An increase of judicial salaries of course would not frighten away these unclean birds, so long as the other evils of a short term and an elective tenure make the office less reputable; but it would lessen the temptations for those who hold it, and would have the effect of inducing honest men as well as capable ones to offer themselves for election. Let them continue as low as now, and we shall soon learn to piece out the ermine with the wolf's pelt as the symbol of rapacity.

As a mere question of dollars and cents, a pennywise economy defeats itself in our treatment of Judges. Were they lawyers whose decisions must command respect and defy suspicion, we should cease to deplore the frequent farce of cases tried as a matter of mere formal practice before a single Judge, appealed of course from his decision to a full Bench, presenting often only a trebled incapacity, and after they "dismiss the controversy bleeding, the more entangled for their hearing," carried at last, with the general dissatisfaction of all parties, to a third tribunal. The greater part of these cases would be tried and decided by a first-rate Judge upon such grounds and with such completeness as to preclude the hope of a reversal. The enormous saving that would thus accrue to litigants in counsel fees, and to the State in the charges of courts, and the expenses of juries in case of retiral after disagreement, would furnish an ample fund from which to pay the salaries which men of such ability would deserve.

There ought to be no question as to the rate of that compensation. The few honorable and eminent Judges who still grace the Bench in the State and the City, notwithstanding our pernicious system, are greatly underpaid for the services they render. We maintain that their function is the gravest and most elevated that exists in a free State. The average profits of other pursuits in life furnish no standard for estimating the worth of services to the community preëminent both in their character and their sphere. No good reason can be given why their income should be less than that of their professional brethren of like distinguished capacity and integrity, after reasonable deductions made upon consideration of its certainty and of the less harassing and exciting nature of their duties. And a State degrades itself which offers anything less than this as a return for the devotion to its needs of the learning painfully acquired and the character faithfully built up, through laborious and conscientious years, by an honest and able Judge.

Secretary McCulloch's Letter.

It is questionable whether Secretary McCULLOCH has not given to the recent extravagant statements as to alleged frauds in the Treasury Department too much prominence by writing the letter to the Assistant Treasurer which has just been published. The hostility which could put forth such extraordinary charges would hardly be put down by the Secretary's denial of them, however satisfactory that may be to every unprejudiced man. That hostility will not be silenced by his letter. It will affect to doubt his word, and will probably continue to endeavor to raise up phantoms and bugbears of fraud and peculation and all sorts of rascality; will still speak of suppressed investigations in the face of Mr. McCULLOCH's declaration that all statements as to any such suppressions are groundless; will still endeavor to excite fears, without any ground of knowledge, that there have been enormous over-issues, and intimate that the Secretary is responsible for the frauds which have been committed upon the revenue.

But those who are not actuated by such hostility will know how to estimate the weight of these attacks. They will see from what quarters they come. They will remember that it is the universal resource to which knaves betake themselves against an honest man whom they want out of their way, to charge him with being engaged in the very rascalities which his presence is preventing, and they will satisfy themselves whether a very large portion of the attacks on the Secretary cannot be accounted for as the use of that resource. They will ask themselves what is the feeling toward the Secretary of those who are engaged in the whisky frauds, the tobacco frauds, the petroleum frauds, and all the other frauds, and whether they are anxious that his hands shall be strengthened, or that he shall be compelled to give place to a successor. They will ask what were our financial circumstances at the time when the Secretary took his seat. They will think what have been the difficulties of the country since that time, and what progress we have made in the midst of them all. And, thinking of all these circumstances, they will require more than the statements of irresponsible writers—desirous of making a sensation and careless of the means if they only succeed in doing so—before they join in any outcry against the Secretary, or express any wish to see his charge put in other hands.

Some of these men are bold enough to demand a thorough investigation into the affairs of the Treasury; but we have no idea that such an investigation is what they really desire. We have no thought that such an investigation would result in anything else than in showing before the whole people how ignorant of the facts and how reckless of the truth they have been in their assaults upon the Department.

Proposed River Improvements.

The River Improvement Committee, appointed by the St. Louis Convention which was held a few months ago, has enlisted Minnesota in the movement under its charge. At a meeting recently held in St. Paul, and presided over by Gov. MARSHALL, resolutions were adopted in favor of legislation and aid from the General Government for the improvement of the Mississippi and its tributaries. A State Committee of five was appointed to confer with the representatives of Minnesota in Congress, and to urge upon them the duty of coöperating with other Western representatives in the effort to cheapen river transportation in the valley. Probably similar action will be taken immediately in other States directly interested, and this great valley combination for internal improvements may be in complete working order before December next.

The speeches delivered at St. Paul do not throw much new light upon the amount of money to be asked for, or the uses to which it is to be applied. Mr. BRYSON, the representative of the Central Improvement Committee, mentioned six millions as a reasonable sum to begin with. He alluded, however, to the sixty millions appropriated to the Pacific Railroad, as if he would have no objection to that amount. Probably sixty millions would not be too much, considering the work to be done. The ground to be gone over is immense, and most of the proposed improvements are very costly. The platform adopted by the St. Louis Convention requires the improvement of nearly every navigable river and lake between the Alleghanies and the Rocky Mountains, and between the Lakes and the Gulf. In some places, as on the Lower Mississippi, embankments have to be raised; in others, as on the Ohio, rapids have to be overcome. Bars and snags and obstructions of all kinds, innumerable, have to be removed throughout twenty thousand miles of navigable rivers, and over a territory twice as large as France and Prussia and Austria and Italy combined. The surface is so large that six times sixty millions of dollars might be expended easily upon it, and perhaps, if properly managed, with advantage to the whole country.

The main point urged upon the attention of the St. Paul meeting by Gov. MARSHALL, Mr. BRYSON and Gen. LOGAN, was the cheapening of the cost of transportation through the valley, and the consequent increase in the profits of farmers and merchants. For instance, Minnesota is expected to have a surplus of 12,000,000 bushels of wheat this year. If the cost of carrying this surplus to New-York or to New-Orleans were reduced only one cent a bushel, Minnesota would be the gainer to the amount of about $120,000. Beside the profits accruing to Minnesota, other Western States would be benefited in proportion to the amount of their exports. Mr. BRYSON estimates a saving of sixteen millions this year to the West from the construction of a canal past the rapids and falls of the Ohio and the removal of the bar at the Balize. In order to bring over the Atlantic States to the scheme, Mr. BRYSON says that "if transportation cost less, the laborer of New-England would be furnished bread and provisions cheaper from the fertile fields of the West, and the United States would be more able to control the markets of the world."

The River Improvement Central Committee, representing the sixteen Valley States, convene in October next to draw up the necessary bills and to provide a Committee to urge them upon the Fortieth Congress. The attention of every voter in the Valley is to be called to the action of their representatives upon these bills, and every man who votes against them is to be consigned to his political grave. An immense influence will be brought to bear in this way upon Western members of Congress, and this influence will no doubt be strengthened by many parties who are pushing similar projects for river or harbor improvements in the Atlantic and Pacific States. But if the General Government is to spend six millions on rivers in the Mississippi Valley, and perhaps six millions more on rivers and harbors on the Atlantic and Pacific seaboards, in addition to the sixty millions given in land grants to the Pacific Railway, and the seven and a half millions for Alaska, how are we to meet necessary expenses and pay off the national debt?

MINOR TOPICS.

It seems that Gen. POPE got offended recently because a band played "Dixie" on a public occasion in a town of Georgia. Gen. POPE might remember that President LINCOLN himself consecrated "Dixie" to the patriotic service of the Union, when on a public occasion in Washington, as the rebellion was going down, he called for a band to play it in his presence, remarking that we could not afford to give such a good tune over to a bad cause, and that henceforth "Dixie" should be a national American melody.

People have been expecting the appearance upon the fashionable Broadway ladies of that extraordinary article of feminine costume which has recently come in vogue in Paris, known as the *demi-temps*. The fashionable ladies of New-York are so prompt to adopt every novelty of Parisian style, that one so striking as this can hardly remain long out of use. It is said by those who ought to know that it is not likely to be adopted here. We shall see.

A well-meaning, kind-hearted and hard-laboring missionary among the poor and destitute of this City sends us a long poetical appeal to the public for assistance, which he desires published in the TIMES. The rhyme and rhythm, the figures and imagery, the ideas and their form of expression, all show that our excellent philanthropist was never made for a poet; and our opinion—which is founded upon not a little experience and observation of human nature and human action—is that the publication of his poetical production would do damage to the cause he advocates, among intelligent people. The Press is always willing to publish authoritative statements from any of the organized charities of the City, and is always ready to coöperate with them in beneficent work for the poor, sick and unfortunate; but the rhyming appeals of "Amicus" for "gold and greenbacks" are quite another matter. And we may as well say a word here for the benefit of all contributors to the TIMES: Never send us poetry.

WENDELL PHILLIPS' demand for a negro Vice-President on the next Presidential ticket is doubtless intensified by the probability, which has grown remarkably strong of late years, that the second on the ticket may become the highest in office. Of the half-dozen Presidents (including LINCOLN in his second term) who have been elected during the last quarter of a century, no less than three have given way to the Vice-President, and TYLER, FILMORE and JOHNSON, as successors of HARRISON, TAYLOR and LINCOLN, show that, within the present generation, the chances for a President serving out his term have only been about even. We have no idea that PHILLIPS will be satisfied till he gets a black man for President, one way or another, and we have no idea that even then he would be satisfied.

A European dispatch has announced that the Sublime Porte has received from the American Government an "urgent note" in behalf of the suffering Cretans. We think we can tell the precise import of this urgent note. If we mistake not, it consists of the very strong resolution which was passed by Congress at the late July session, and which the President was directed to communicate to the Government of Turkey. The resolution set forth the strong sympathy of the American people with the people of Crete, and expressed the hope that this declaration of sentiment would be favorably considered by the Government of Turkey in determining its policy toward Crete. As this resolution was approved by the President on the 20th of July, and was doubtless sent by Secretary SEWARD to our Minister at Constantinople by the European steamer that sailed on the 27th, it would be communicated to the Sultan very shortly after his arrival from his grand European tour; and it would seem that a knowledge of the affair has at once become public throughout Europe. For an international matter the resolution of Congress was unquestionably sharp, and the telegraph very properly describes the dispatch containing it as an "urgent note." How the Sultan received it we do not yet know.

The Boston *Gazette* says that miscegenation is going on at a fearful rate at the west end of Boston, as no less than a dozen black men have recently taken white wives. We should like if the *Gazette* had given us a little more information about this matter. In the first place, we should like to know if the white females who have been parties to these mixed marriages belong to that class who have been known as anti-slavery advocates, and whom the Democrats have always tauntingly urged to "marry niggers?" In the next place, we should like to know if they are not all of the Democratic stripe in politics? And in the last place, we should like to know what the Democrats are going to do about it?

The health authorities of St. Louis adopted exceedingly stringent regulations some time ago in reference to the sale of unripe and unsound fruits and vegetables. They have now adopted equally stringent regulations regarding the sale of all kinds of unsound meat, or, as it is phrased "cased, blown, plaited [illegible], stuffed, putrid, impure, or unhealthy or unwholesome meat." Two Inspectors of Meat are appointed for the city, each at a yearly salary of $1,200, and extraordinary powers are given them in the performance of their duty. This action on the part of St. Louis leads us to say that more vigilance by our own health authorities regarding these particular matters would not be at all out of place at this time.

On the night-train from Buffalo the other day we saw a very well-dressed and respectable-looking "American citizen of African descent" apply for a berth on the sleeping-car. He was very promptly refused the privilege, and had either to stay behind or sit up all night. While he was arguing his case, a white passenger, whom we knew as an old-time anti-slavery advocate, stepped up to the agent and said that at all events, in no case, must that negro obtain a berth adjacent to his. Now, we do not purpose at this time to enter into any argument about the prejudice of color, or antagonism of race, or instinct of Caucasianism, or whatever it may be. We merely wish to remark that if the incident had occurred in South Carolina, the railroad agent would have been compelled to pay a fine of at least $250. For that was the stinging fine which Gen. SICKLES on the 17th of this month imposed upon the Captain of the steamer *Pilot Boy*, because, on account of caste, he refused a cabin passage to Miss FRANCES ROLLIN, a "respectable female of color."

We are constantly receiving complaints of the indifference and recklessness of the drivers and conductors on City railroad cars. Now, we have quite as good opportunities of witnessing these things as any other citizens, and though we have, in daily and extensive travel on the City cars, during the last dozen years, seen cases of bad conduct on the part of these railroad functionaries, we must say that the result of a very wide observation is, that, as a general rule, they perform their duties and behave themselves exceedingly well, and we believe that more than half of the faults charged on them by passengers, are really the faults of the passengers themselves, or are matters for which, as subordinates, they are in no wise responsible. They are a set of men whom everybody abuses whenever there is nothing better to do; and we are satisfied that, as in other cases of the kind, they are often more sinned against than sinning.

We are advancing finely in our war of Indian "extermination," Fort Sedgwick being threatened, and Forts Reno and Phil. Kearny in a state of siege. We apprehend little for the two former posts, their accessibilty to reinforcements being such as to put them beyond immediate danger; but this very fact betokens a boldness on the part of the Indian anything but reassuring. Fort Phil. Kearny is a point of more anxiety, and as it was near by that the Sioux and Cheyennes made their successful ambush and massacre of Col. FETTERMAN's command, they may be the more encouraged to attack the fort itself. If so, they will find warm work, for the fort is a very strong one, and well armed. Fort C. F. Smith is out beyond any of those just named, and as nothing has been heard from it for a long time, we shall be anxious to learn of its safety. It seems from an Omaha dispatch that Superintendent DENMAN has sent "peace offerings" to the hostile Indian camps south of the Platte. We hope they will be successful, for the war offerings certainly have not been. The campaign has gone on thus far crab-fashion.

It is curious that COFFROTH and MILLIGAN should be denouncing popular education in Indiana at this day very much as the most ultra pro-slavery advocates denounced it in the most ultra of pro-slavery States ten or fifteen years ago. It was in 1855 (if we remember accurately) that Mr. TABER—who was one of the most aristocratic leaders of the South Carolina Democracy, a graduate of the College at Columbia, editor of the Charleston *Mercury*, and finally was killed in a duel—made a strong and elaborate speech against the public school systems of the Northern States, and against the education of the mechanical and working classes. The speech created somewhat of a stir in the State, and the "mechanics" of the capital (mostly Northerners) burned TABER in effigy; but it was evident throughout the discussion that he had the slaveholding aristocracy of South Carolina on his side. It is a fact, and it ought to be distinctly recorded, that the leaders of the Southern Democracy hated and opposed general education. This was one of the treasons against civilization committed by them long before the active treason of secession.

The Mont Cenis Railroad, of which we are now hearing so much again, will almost unquestionably be a complete success, because its principle is thoroughly correct. The main difference between this and other railroads is that it has a centre rail, by means of which the driving-wheels of the engines can get the necessary adhesion for mounting the inclined plane. In the ordinary track all the adhesion a locomotive gets is that caused by the weight which rests on the driving-wheel. This adhesion is generally about 23 per cent. of the weight which comes on the drivers, and hence is insufficient for ascending so steep an acclivity as that presented by Mont Cenis. This centre rail has been used either not at all hitherto, or to but a limited extent, but it was invented over thirty years ago. The Mont Cenis Railroad and the Mont Cenis tunnel are, we believe, undertaken by different companies. The latter will not be thoroughly completed probably for three or four years; the former will be finished much sooner. Both will be triumphs in the engineering art.

A critical correspondent writes: "To-day my nerves are again shaken with 'hors *du* combat.' Now this means 'out of the fight.' But 'hors *de* combat' means disabled, and is not strictly translatable. So with 'esprit de corps,' 'tete de pont,' &c. Do stop this dreadful *du*." Another philosophical correspondent writes from New-Haven to ask if it be not possible to prevent the creeping into usage of certain substantives *y'd* into adjectives. When a reporter at Washington or a reporter of the courts sends the news that "Mr. C. has a widthy house," or that "K street is breadthy," or that "Mr. B. made a lengthy speech," or that "Judge Mc read a lengthy decision," we ask that your knowledge of pure English may be of use to make progress (not "to progress") in your clever (not "talented") way to stop barbarisms and to restore such honest adjectives as long, broad, wide, and high to a pristine and honest use. Another correspondent requests us to correct a common error in the use of the word *manor* in the Shakesperian quotation "to the manner born." As the text of all good editions shows, the proper word is *manner*, not manor.

Prof. LORING, it seems, read a paper the other day before the Scientific Association, sitting at Burlington, on the "optical method of studying sound." That is all very well, but this study is a familiar one with some of the musical critics of the day, who, to judge from their reports, always estimate music by means of the eye. They speak of the "color" of a given passage, the "lights and shades" of a concerted piece, the "sombre tint" of a dirge, and the "glaring tint" of a dance. In brief, whatever can be said of a landscape, they say of a concert, and, when judging of a voice or an instrument, they draw their technical terms not from optics but acoustics. People sometimes talk of "seeing an opera," but these critics not only see the play but the sound. However, they are the more pardonable because the critics of painting encroach on their proper epithets, and always describe a picture as if they head it. If the one has an "optical method of studying sound," the other has an acoustical method of studying color.

An Omaha writer is putting forth the claims of that festive frontier town as a watering-place. He believes "the *blasé* young men of the East will begin to come here to spend their Summers and Autumns, and to restore their physical and moral healths. Consumptive people who come to Omaha get cured of that ailment, and horses afflicted with the heaves at once convalesce." We therefore advise the "*blasé* young men of the East" to try Omaha as a watering-place or Summer resort. The people there live mostly upon grease and whisky. Their pastimes are fighting, blowing, speculating in lots and swindling each other. The "hotels" are wonderful. They put three in a bed, and if the bed does not fit, they sleep "cross-lots." Their style of swearing is horrible. In religion, they are, or ought to be, hard-shell Baptists. In politics they are—well, all we need to say is that in all respects Omaha beats Chicago.

The Pacific Railroad Progress.

It will be remembered that Congress granted to the two principal Companies—the Union Pacific and the Central Pacific—the right to build their respective lines from opposite ends until they meet and connect. The former having nearly crossed the level plains of Nebraska, is rapidly approaching the outlying hills of the Rocky Mountain range; while the latter, it appears, is making equally gratifying headway. During this month it is expected the last and greatest of the tunnels on the western link will be opened, and the crossing of the dreaded Sierra Nevada Mountains be regularly made by the locomotive, into the Great Salt Lake Basin. This achievement of hewing and blasting a pathway through primeval granite barriers, although all included within 150 miles, is equivalent to more than 600 miles of ordinary railroad, in cost and resistance overcome. Upward of $20,000,000 have been expended in the enterprise, which includes, however, the equipment and materials for 150 miles additional. Eastward of the graded portion the line has been surveyed and located for 600 miles, developing an easy and favorable route, and it is believed that fully half of the distance between the Pacific coast and the Missouri River will be built by the Central Pacific Company, as the link, now nearly completed, is by far the most difficult of their line, and more costly to prepare for the iron than the 650 miles east of it.

Messrs. FISK & HATCH, the well-known bankers, have issued in pamphlet form a comprehensive and connected statement of the various Pacific Railroads, and their relations to the Government and each other. So many important interests are awaiting the completion of this great work of internal improvement, that we present it entire on another page, as it comprises a great deal of useful information about the progress and prospects of the enterprise. It would appear that the traffic already developed on the road is very large; and the Company hope by the aid of the Government and the sales of their First Mortgage Bonds, whose merits and assurances are well set forth, to be able to increase their working force to 20,000 men. At this latter rate it would not be surprising to see the Western half of the Pacific Railroad completed in 1870.

OBITUARY.

President Day, of Yale College.

A dispatch from New-Haven brings intelligence of the death, in that city, on Thursday night, of the venerable and respected Ex-President JEREMIAH DAY, of Yale College. He was a native of Connecticut, having been born at New-Preston on the 3d of August, 1773. He was graduated at Yale in the class of 1795, and after having taught a school for some months was appointed a tutor in Williams College. Subsequently he received and accepted a situation in the same capacity at Yale. This was in 1798, and three years later he was elected to the professorship of mathematics and natural philosophy at the same institution. In 1817 he became President of the College, succeeding Dr. DWIGHT, and this office he held until 1846, when he was compelled to resign on account of advancing years and feebleness of health.

He was early distinguished as a mathematician, and wrote much upon philosophical and scientific subjects. His "Algebra" passed through numerous editions. He published a work on the "Mensuration of Superfices and Solids," in 1814; one on "Plane Trigonometry," in 1816, and one on "Navigation and Surveying," in 1817. These have all become standard text books in our schools and colleges. He also published two works on the "Will." His administration of the College has always been regarded as peculiarly able and judicious. For almost thirty years, under his direction, Yale prospered and grew strong in students, resources and reputation. His learning was great and his discipline so kindly and partial that the students always regarded him with filial affection. Since his resignation he has resided in New-Haven, enjoying the full use of his faculties to the last, and esteemed by the community, as well as by the thousands all over the country who have been under his care.

Session of the Supreme Court of the State of New-York—The Failure of Watson & Hayes—The Case of the Unadilla Bank.

BINGHAMTON, N. Y., Friday, Aug. 23.

At a special term of the Supreme Court, held at the Court-house in this city this morning, an application was made to Justice BALCOMB, by FRED'K A. SANDS and DAVID P. LOOMIS, assignees of WATSON & HAYS, to be discharged from their trusts as such assignees. HENRY R. MYGATT, of Oxford, appeared as counsel of the assignees, and LEWIS SEYMOUR, of this city, as counsel for the receiver of the Unadilla National Bank.

It appeared from the petition of the assignees that they have made and filed inventories of the debts and assets of WATSON & HAYS, and that the assignees are required to give bonds in the sum of $142,000.

The petition shows a strong feeling among the creditors against WATSON & HAYS, and a determination on their part to litigate. The assignees state that they received and accepted the assignment under a misapprehension of the facts in the case, and that much prejudice exists among all who have any connection with the bank.

The application contained the consent of the creditors to their discharge, whose debts amounted to $60,000 or $70,000.

Justice BALCOMB, after due consideration of the case, accepted the resignation of the assignees and discharged them from their trusts, unless cause to the contrary be shown at the Tompkins County Special Term of the Supreme Court on the 16th of September next.

From the petition of the assignees it appears that WATSON and HAYS have five hundred creditors, and that this indebtedness is about as follows: Debts owed as partners, $396,000; WATSON's individual debts, $42,000; HAYS' individual debts, $76,000. Liabilities of the old Unadilla Bank to depositors, $40,000; liabilities of the Unadilla National Bank to depositors, $70. Total, $497,000.

The petition also gives the assets of WATSON & HAYS, which are as follows: Assets as partners, $19,571; assets of WATSON, $5,709; assets of HAYS, $26,588. Total, $51,868.

The assets of the Unadilla National Bank are as follows: Real Estate, $45,000; promissory notes, $11,000; safe and furniture, $1,000.

The bank has also assets of uncertain value in oil lands and stock in Pennsylvania Mining Companies, stock in the Western States and Territories, also paper-mill stock in this city.

We are informed on good authority that the assets of the Bank will pay about 30 per cent. of the liabilities.

The Storm at Washington—Three Ladies Drowned.

WASHINGTON, D. C., Friday, Aug. 23.

The rain of yesterday and the night before has done much damage to crops, bridges, &c., surrounding Washington. Yesterday afternoon the Rockville stage, in crossing a ford about four miles from this city, on its way hither, was washed down the stream by the force of the current. The driver and another man cleared themselves from the stage and swam ashore, but the three passengers, who were ladies, were drowned.

WASHINGTON.

AFFAIRS AT THE NATIONAL CAPITAL.

Special Dispatches to the New-York Times.

WASHINGTON, Friday, Aug. 23.

RUMORS REGARDING THE CABINET.

From the mass of rumors floating around concerning the Cabinet, it is difficult to glean anything reliable. The air is thick with reports, many of which are put forth and countenanced by persons known to be in the confidence of the President. Undoubtedly a great pressure is being brought to bear upon the President by partisans professing friendship for him, in order to induce him to get rid of Messrs. McCULLOCH, SEWARD and RANDALL. These parties want men in their places who will appoint none but Copperheads to office, and the fact that some Republicans still hold commissions because they are honest and capable is a sin in the eyes of these men, which can only be atoned by their deposition. One thing can be positively stated, viz.: That thus far the President's relations with the above-named officers are of the most harmonious character.

THE IMPEACHMENT QUESTION.

The impeachment question has again become a prominent topic of conversation, in consequence of the recent official acts of the President. The fact that the Chicago *Tribune*, the leading Republican paper of the Northwest, heretofore opposed, now earnestly favors impeachment, is thought by many to indicate a change in the *status* of Hon. JAMES F. WILSON on this question, as the *Tribune* has always been understood to express his views on impeachment. Should this be the case, it would place a majority of the Committee for impeachment.

MOVEMENTS OF SECRETARY SEWARD.

Mr. Secretary SEWARD left this evening on a Government cutter for Long Branch, in company with the French and Spanish Ministers, and will return by rail in the early part of next week, accompanied by Mr. and Mrs. FREDERICK SEWARD, who are to meet him at Long Branch.

THE CONOVER CASE.

The following is the circular of the Acting Attorney-General regarding papers in the Conover case, to which allusion was made yesterday:

ATTORNEY-GENERAL'S OFFICE, WASHINGTON, Aug. 17, 1867.

SIR: I have been directed by the President to address to each of the heads of departments the following communication:

Your attention is respectfully invited to the indorsed slip from the NEW-YORK TIMES of the 15th inst., purporting to be a communication from a correspondent of that paper writing from this city, in which he professes to write at length a number of affidavits, and also the petition of one DUNHAM, and states that he copied them from the originals, which, he says, are on file in the Attorney-General's office, in the Bureau of Military Justice, and in the War Department, and says also that they are on file in the proper departments, where, he furthermore states, many more documents of like character are on file. I have to state for information of heads of the several departments, that there has not been found, upon due investigation, any papers corresponding to or resembling in any degree those recited in this publication in the archives of the Attorney-General's Office, except those which were recited in full in a report from this office to the President, under date 5th inst., in relation to the application for pardon of CHAS. A. DUNHAM. The President instructs me to say that if any documents or papers resembling those recited in this publication are in the archives of the Government, he desires that they may be immediately submitted for his personal examination. In the event of there not appearing to be in the Departments committed to your charge, nor in any Bureau or office attached thereto, any paper or document corresponding with the publication referred to, the President further directs me to request that your report will be as prompt as your convenience will allow.

I have the honor to be, very respectfully,
JOHN M. BINCKLEY,
Acting Attorney-General.

Your correspondent can inform Mr. BINCKLEY that about two months ago there was on file a paper in his own office which refers to this case, and which has never yet seen the light. It was a communication from RABE, the fellow-prisoner of CONOVER, pardoned in April last, to the President, in which he informed him of certain evidence he could furnish implicating certain of the President's political opponents, and likewise certain evidence which he could withhold, all of which seemed to be contingent upon a favorable consideration of CONOVER's application for pardon, which, indorsed by ROGERS, NIBLACK & Co., was then pending.

THE PRESENTATION OF THE TURKISH MINISTER.

The Turkish Minister was duly presented to the President to-day, and the customary speeches, elsewhere reported, were made. Considerable surprise is expressed, in diplomatic circles, that Mr. BLACQUE should have established an analogy between the civilization of the United States and the comparative barbarism of the Empire of Turkey.

THE FRAUDS ON THE PAY DEPARTMENT.

Several important witnesses were examined by the Pay Department Investigating Committee to-day, among whom was Major THEOPHILUS GAINES, who testified on matters relative to the Court-martial which tried LOEWENTHAL in the early part of the war for making false entries on money vouchers, and by which a considerable sum was realized.

Dispatches to the Associated Press.

WASHINGTON, Friday, Aug. 23.

THE TURKISH MINISTER AND THE PRESIDENT.

Mr. BLACQUE was to-day introduced to the President by the Secretary of State, and delivered his credentials as Envoy Extraordinary and Minister Plenipotentiary of His Majesty the Emperor of the Ottomans. He made the following remarks:

MR. PRESIDENT: I have the honor to place in your hands the letters by which my august master, the Emperor accredits me to you as his Envoy Extraordinary and Minister Plenipotentiary. The idea of being represented near the head of the American Union, and of establishing with him more direct relations, is not of recent origin in the mind of the Emperor; this idea occurred to him at the time he ascended the throne. Circumstances alone have thus far prevented him from putting it in execution, and thereby giving to a nation of whom he is equally the friend and admirer, the sincerest evidence of his sympathies. The Emperor is well aware, Mr. President, that the American people, by the boldness of its enterprises, and the grandeur of the destinies it is preparing for itself, is entitled to the admiration of the world. Although separated by distances which, a few years since, could scarcely be measured or overcome, our two nations have more than one cause for mutual esteem; while on our part, I can affirm, there is a strong desire for a closer acquaintance. Both conquerors, each has followed in its conquests the path traced out for it by the manner and instincts of its epoch—one conquering by the force of arms, the other chiefly by the arts of peace. There is still one remarkable circumstance not yet sufficiently appreciated in this quarter of the world, when, however, so much is known that these two nations differ slightly in the principles on which this social organization is based, and while, on one hand, the extent of ocean which separates and divides them seems destined to keep them strangers to each other, on the other the democratic affinities of their institutions tend to draw them to one another. For this reason, Mr. President, I hope and believe that you will find in my presence near you and in the formal assurances which it is my mission to offer to you, a new proof of the cordial and sincere attachment of my Sovereign for you personally, as well as the clearest evidence of the fraternal sentiments of the Ottoman people toward the great nation of the United States. For myself, Mr. President, need I add, that family ties and relationships render doubly dear and agreeable to me the mission which my august master has deigned to confer upon me, and all that I would ask as a proof of the kind consideration which I venture to hope you will be disposed to accord to me in the future, is to permit me to feel that, after having traversed nearly all of the Old World and the ocean to reach the hospitable shores of the Union, I find myself again, as it were, in my own country.

To this the President replied:

MR. BLACQUE: Your respected Sovereign was right in supposing that your intimate personal relations would secure you special kindness on the part of the people and Government of the United States. You are, indeed, cordially welcome. Although our country is far removed from the Turkish Dominions, yet the United States have kept a diplomatic representative at Constantinople for the last thirty-six years. During that time not only commerce, but also intellectual, religious and social intercourse has largely increased throughot the world. Merely the accidents which happen to individual citizens in such frequent intercourse render our representative in the East a necessity of the Government. While those who go out from any region always cherish ancient memories and affections, those who remain at home are not inquisitive about the emigrant and the exile. It was not, therefore, unnatural, yet we have thought it unfortunate, for the Turkish Government rather than for ourselves, that it delayed so long to reciprocate our mission. The American people appreciate and are happy in all cases to acknowledge acts and demonstrations of amity and friendship. Our traditional sentiments toward France, Russia, Holland and Switzerland are proofs. Need I say, therefore, that it gives me peculiar pleasure to be able to convey [illegible] your Sovereign, through your good offices, an acknowledgment of the cordial

faction which this Government has experienced in finding that, although the Sultan of Turkey has not at any time had a representative here, yet that every reasonable appeal which we have had occasion to make to him through our agent at Constantinople in defence of national rights or for the protection of American citizens, has been kindly, fully and generously answered by the Ottoman Porte. In the recent civil war of the United States, which inspired their enemies abroad as well as at home with new and desperate animosity, the Sultan stood firm in his fidelity and friendship. I cannot but think that this fidelity will for all time be marked as an honorable distinction in the history of the Turkish Empire, as it will assuredly be remembered here. Mr. BLACQUE, it is not unknown in Turkey or elsewhere that the people of the United States freely lend their sympathies and moral support to the causes of political reformation throughout the world. Congress and the Executive, and all Departments of our Government, indeed, are in harmony on this subject. We are not inattentive observers of the efforts which the reigning Sultan, like some other leading powers, is making to alleviate the burdens of the Government, to improve the resources of the thoroughfares of the Empire, to diffuse and elevate education, and to bring institutions, commercial, moral, social and religious into better accord with those of modern Western civilization. In the prosecution of these efforts he may be assured that he will constantly receive a frank, just and friendly moral support from the United States.

THE SECOND MILITARY DISTRICT.

The following statement in response to an inquiry has been obtained from a gentleman, who is in a position to speak with a knowledge of all the facts upon the subject:

On the 14th instant the instructions sent to Gen. SICKLES excepting United States Courts from the operation of military orders, were suspended until his report and views upon the matter could be received. On the 17th the commanding officer of Wilmington reported that the Attorney-General had instructed the Marshal for North Carolina to proceed to enforce executions of the United States Court, threatening prosecutions against persons preventing him. Instructions were issued to Col. FRANK by Gen. SICKLES, not to permit the order of any Court to be enforced in violation of existing military orders, and to report fully upon cases pending. These occurrences having been reported to the War Department, the instructions originally sent to Gen. SICKLES have been withdrawn.

AFFAIRS IN THE FREEDMEN'S BUREAU.

The duties pertaining to the Freedmen's Bureau, of the District of Columbia, have been systematized to such an extent as to warrant a material reduction in the clerical and other force, and accordingly, CHARLES A. SHIELD, Clerk in the office of the Local Superintendent of the District of Columbia, has been relieved from duty, and ordered to the Department of the Mississippi; O. S. B. Wall, J. L. Roberts, M. J. Manning, C. C. Walden and John Williams have been relieved and transferred to the Department of the Mississippi. Other reductions will soon be made in the Bureau.

ACCIDENT ON THE ANNAPOLIS AND ELKRIDGE RAILROAD.

Yesterday afternoon, as the train on the Annapolis and Elkridge Railroad was on the way up to connect at Annapolis Junction with trains from this city and Baltimore, an accident occurred to it, by which two persons were killed and several injured. The train had left Waterbury, nine miles this side of Annapolis, and in crossing a timber bridge over a road which had been badly washed by the recent rains, the engine broke through, falling fifteen or twenty feet below, dragging some of the cars with it, badly smashing up the train. The engineer, Mr. SEWELL, who had been in the employ of the Company for a number of years, was killed outright, as also a boy, who was on the engine. The fireman, Mr. GILBERT COLBURN, was badly scalded, and is not expected to live. Mr. M. HAMMOND, the conductor of the train, who has filled this position since the road was established, was badly injured by being bruised, and Mr. THOMAS BRYANT, the veteran baggage-master of the train, slightly. A number of passengers were on the train, but, aside from slight bruises, none were injured.

THE REGATTA.

The second regatta of the season took place this afternoon. Ten boats were entered. It was a spirited contest, and evidently one of unusual interest to the thousands of spectators. The *Al. Dazer*, a Philadelphia yacht, was the winner.

THE ANNAPOLIS NAVAL ACADEMY.

The steamer *Marblehead* arrived at the Navy-yard to-day after a long practical cruise with the students of the Annapolis Naval Academy.

RECEIPTS FOR CUSTOMS.

The following are the receipts from Customs at the below-mentioned ports from Aug. 12 to the 17th:

Boston	$370,793 01
New-York	2,997,811 51
Philadelphia	135,177 52
Baltimore	66,731 79
San Francisco, July 15 to 27	449,474 66
Total	$4,019,988 40

ARMY GAZETTE.

Brevet Capt. Edward Field, Fourth Artillery, ordered to report for temporary duty to Gen. Butterfield. First Lieut. J. M. Hamilton, Ninth United States Colored Troops, has been mustered out. First Lieut. A. J. Farnsworth, Thirty-fourth Infantry, has been ordered to report to Gen. Pope, for duty in Quartermaster's Department.

PRESIDENT JOHNSON.

His Views on Reconstruction—Why he Makes Removals—Apprehensions as to the Future.

The Washington correspondent of the Boston *Post* furnishes to that paper the following under date of Aug. 22, and we publish it as a matter of current news, although in many of its statements it is contradicted by reports which we have received from other quarters, and which we have reason to believe to be trustworthy and reliable:

"In a pleasant conversation of some length, to-day, with President JOHNSON, I remarked that he was charged with having removed Mr. STANTON in order to obstruct the execution of the Reconstruction Acts of Congress. He asked what Mr. STANTON had to do with the execution or non-execution of these acts? These acts centred the power in the hands of Gen. GRANT, and he had placed GRANT over the War Department. He could not understand how this change could be construed into a purpose to defeat the proper execution of the Reconstruction Laws. The President further remarked that at one time Gen. GRANT strongly intimated that unless Mr. STANTON was removed he should be compelled to leave here, as he could be of no possible use in view of Mr. STANTON'S overbearing and dictatorial conduct. The President advised him to have a talk with the Secretary of War and perhaps they would understand each other better. He agreed, however, with the General, that Mr. STANTON ought to be removed, and he then inquired of Gen. GRANT if he would take charge of the Department in the event of a change? The latter promptly expressed his entire willingness to do so. I referred to the rumor that the General had eventually protested against the removal, and the President frankly said such was the case; that the General had written him a very kind, but earnest private note, in which he had intimated his fears of anarchy, if not revolution, should Secretary STANTON be superseded. Yet, as he could not appreciate the General's fears on this score, he had directed the change. I then told him that the same charge was made against him for removing Gen. SHERIDAN, and that many supposed his purpose was to prevent a due execution of the law. This he thought was quite as absurd as the other, as the law was the same whether THOMAS or SHERIDAN was in command. What difference could it make who executed the law? Could any one question the ability or the patriotism of Gen. THOMAS? I then asked why Gen. SHERIDAN was removed? Mr. JOHNSON said there were two good causes, but only one had been considered; the first one was rather of a personal character, and had been overlooked. The telegram of the 23d of June, which was so disrespectful to the Executive, had been claimed by Gen. GRANT to be a private telegram to himself, and that no official notice of its existence had ever yet reached the President. But the second ground for the removal of Gen. SHERIDAN was the exercise of powers he did not possess, and the exercise of his legitimate powers in an arbitrary and offensive manner. I asked if he would be kind enough to designate what acts he included under the latter clause. He said the removal of Gov. WELLS was entirely uncalled for and unjustifiable. Gov. WELLS had placed at Gen. SHERIDAN'S disposal the whole civil machinery of the State to aid him in the execution of the Reconstruction Acts. Nor had the latter ever indicated or pointed out a single act or word of the Governor which was calculated to embarrass him in the proper execution of his duty. On the other hand, Gen. SHERIDAN had endeavored to execute the law as a partisan and had adopted Radicalism as the only true test of loyalty. His sole purpose seemed to be to secure negro supremacy and degrade the whites, and for such conduct I deemed it my duty to relieve him from that command. I inquired if he did not think Gov. THROCKMORTON had attempted to thwart the General in a proper execution of the law. He answered emphatically, "No, sir; the records prove the reverse. The Governor of Texas also placed the whole civil machinery of his State at the disposal of the military power, and aided it in every way possible except in the manufacture of a Radical majority of voters and in securing negro supremacy. This was Gov. THROCKMORTON'S sinning, and for which he was arbitrarily removed by Gen. SHERIDAN." I said to the President that his views as to the proper execution of the Reconstruction acts were not clearly understood by the people, and that I would like to hear them. He answered that he could express them in a few words. He desired a fair registration of all qualified voters without regard to race or color. He did not wish to give any advantage to the white men, but much less was he disposed to make them the slaves to the negroes. Where the negroes had the majority, as in South Carolina, he wished them to exercise the power; where the white vote was in the majority, as in Texas, he desired that white majority to control. He wanted only the law to be fairly executed, with equal chances to all. This was being denied them by Gen. SHERIDAN, and his manner and mode of acting was fast familiarizing the people with the tyranny of despotic government. I remarked that the public would not be able to understand why he struck down despotism in one department and yet suffered it to continue in another. He replied that other changes would be likely to follow very soon. A proper investigation was now being made into the conduct of one or two other Commanders, who, it was charged, were playing the autocrat. The President expressed the greatest apprehension as to the future of our Government, yet said he still relied on the good sense and patriotism of the people. In his speech in the United States Senate, in December, 1860, Mr. JOHNSON said he had denounced the party who would break up the Government in order to preserve Slavery, and he had also denounced those who would destroy the Government in order to abolish Slavery; he was equally opposed to both extremes now, and his only wish was for a speedy return of fraternal relations among the States."

The President Determined to be Master of the Situation—How He Proposes to Accomplish His Purpose.

Correspondence of the Charleston (S. C.) Courier.

WASHINGTON, Saturday, Aug. 17, 1867.

Much interest is manifested in the President's proceedings. He has decided in the closet, and declared in conversation, and intimated in Cabinet council that he would make himself master of the situation. The powers of a President, under the Constitution, are greater than those of a constitutional monarch. They are ample for any purpose for the term of four years.

But Mr. JOHNSON has really neglected to use any of these undeveloped powers which he holds under the Constitution for the purpose of carrying out his declared policy. He has relied upon reason and argument, and the supposed Democratic proclivities of the North. Contemned by all factions, and supported by no section, he is about to fall into absolute insignificance. He has not exercised the large powers given by the Constitution for the promotion of his own policy, whatever it may have been, beyond the formal exhibition of his views in his veto messages. He has no party in the North, and the North controls the Government. The South cannot help him, but is itself under the control of the Northern Congressional power.

In this relation the President has ventured to take one step—the suspension of STANTON. Even that he qualified and softened by placing Gen. GRANT in the vacant place *ad interim*. It is the first step that costs, in politics as well as in other matters. The President must advance. Retreat would be ridiculous. To be stationary is impossible. He has promised to follow his hand. He is committed to the removal, or what is the same thing in political effect—the relief of SHERIDAN and HOLT. He has intimated his wish rather than his intention to go further. He hopes the Postmaster-General and the Secretary of State and the Secretary of the Treasury will resign. They have no intention of humoring his fancies in this respect. He complains that Mr. RANDALL, the Postmaster-General, and Mr. MCCULLOCH, the Secretary of the Treasury, have filled the whole land with paid officials, all of whom are opposed to him. This is fact, and not mere fancy. The two heads of departments above named have been obliged to obtain such service as could be procured. They have taken the best that offered. In the North they could find very few men who commanded public confidence in their several neighborhoods, and were fit for positions, who were not also of the Radical persuasion. The North is and has been Radical; but the time has come when a change may be expected, and the question is whether the President cannot promote and expedite it by the deserved exercise of his executive powers.

If he remain inactive and quiescent, after having struck at STANTON, he will incur the contempt of the Conservatives, as well as the enmity of the Radicals. If he proceed in manner indicated by himself, he will at least have a party of warm friends, as well as one of bitter enemies. He has only eighteen months of his time left, and, practically, he will be in office for party purposes only three months; for after the meeting of Congress in November next, he will be bound, hand and foot, and prevented from acting on the line upon which he has commenced, and very possibly be impeached, and himself suspended from the exercise of official functions. The President's action in the SHERIDAN and HOLT case is hourly expected. This delay is hardly consistent with his declarations, or with the demands of inexorable policy.

AFFAIRS IN UTAH.

The Plague of Grasshoppers—Ravages of the Insects—The Injury to the Crops—Miscellaneous Intelligence.

From Our Own Correspondent.

GREAT SALT LAKE CITY, Monday, Aug. 5, 1867.

This city and a large portion of this valley and some other valleys are now afflicted with the plague of grasshoppers. The air is "full of them," and has been for about ten days. In fact, the plague appears to be known in a greater or less degree from Montana to Sonora, and from California to the Missouri River. Utah, however, has not been very much afflicted with them since 1854, when things went famine-wise. Last Fall the insects appeared, coming from Montana, in the northern part of this Territory, particularly in Cache Valley, and laid their eggs, and this Spring hatched out in great numbers, migrating southward.

An eastern paper, noticing the statement of a California paper, that the grasshoppers on the wing looked like a snow-storm, ridiculed the idea that these brown locusts would look like a snow-storm. That writer had evidently never seen a grasshopper visitation. What do the insects look like? They are generally from an inch and a half to two inches long, about an inch or an inch and a half in girth, and of a brownish green or greenish brown color. When they are on the wing, their semi-transparent wings are the most of them that is noticeable to the eye, and when myriads on myriads of them are waltzing in the air, from the ground up as far as the eye can distinguish them, they certainly have as much of the appearance of a snow-storm in the sunshine as anything else.

Many people in various localities have seen, on a hot Summer's day, numbers of gnats dancing in the air. Imagine the gnats grasshoppers, and extending into the air as far as they can be seen, and a pretty good idea of a grasshopper plague will be formed. In such vast numbers have they been seen in the air here for more than a week, and particularly the last two or three days.

If these legions would keep in the air their visitation would be devoid of evil results, but they drop down on the earth and the trees and the vegetation, and devour them. On the ground and on the trees and plants they are as thick as flies on a molasses plate, making the air vocal with their continual snap, snap, snap, in alighting on the leaves of the plants and trees, and the busy hum of their tireless wings. As one walks the streets or the gardens or fields, one is hit in the face or on the hands or other parts of the body continually by the active creatures. Ladies have a wonderful time of it after a short walk, when they return and retire to their dressing-rooms with a dozen or two of the locusts in various portions of their dresses. The eager huntings after the insects, and the little screams when one is exposed to view and jumps to some other place, are highly amusing to those who are temporarily free from the annoyance.

The grasshoppers have done much damage to the gardens and fields in and near this City within the week past. Most of the apple, pear, and plum trees are stripped of their foliage, some entirely, not a leaf left. They are truly under bare poles. Cherry, peach, apricot, gooseberry and currant trees are not so much injured, but are by no means unvisited. Grapevines do not appear to be injured yet, nor raspberry plants much. A good many currants are cut off and lie on the ground. Apricots and peaches are eaten to the stone, and apples, particularly ripe ones, to the core, and quite a number of them too, while the rest cannot ripen, when the foliage is gone.

Barley, wheat, and oats mostly are safe, being too near ripe to be injured, but corn, potatoes, beans, carrots, cabbage, &c., suffer greatly, and of some of those things the crop will be materially injured. Grasshoppers and their doings set aside, the prospects of the crops are very favorable. The insects, however, will do sufficient to hurt materially the aggregate agricultural produce of the Territory.

Toward noon every day, and for much of the rest of the day, myriads of these insects are seen high in the air, some of them at such an elevation as to appear stationary as the fixed stars, while the majority of those lower down are traveling in a southerly or southeasterly direction, the swiftest of them, apparently, at the rate of five to ten miles an hour.

Their visitations are partial, some settlements and parts of settlements being entirely or comparatively free from the pests. Of the whole number, but a very small portion of them drop down in this valley, a very small portion. I have not heard of devastations further south than eighteen miles from this city, which distance they reached a day or two ago. But the van of the vast armies of them in the air must be further onward, for they have been traveling long and swiftly enough to reach much further. If the immense multitudes in the air were to drop in a limited locality they would devour every green thing. If they drop in the mountains their downfall will not be fraught with such evil consequences.

I have conversed with several persons who were here during the visitation of 1854, and they declare that the grasshoppers of the present greatly exceed in numbers the intruders of the past.

The South Pass and Sweetwater mines have incontinently fizzled for the present. There is gold in that country, without doubt, but the mines already discovered are declared to be not true lodes, but the wash and *débris* of the lodes, which, some suppose, must be situate in the southwest base of the Wind River Mountains. The Indians were troublesome, and the miners concluded to remove until next Summer. There are some others, however, on the way to those mines, coming from Montana and other places. If they come in small parties, or are not watchful, they will most likely be scalped.

THE BALTIMORE SCHUETZENFEST.

Closing Scenes and Incidents.

Correspondence of the New-York Times.

BALTIMORE, Thursday, Aug. 22, 1867.

The Committees of the Schuetzen-Verein have accomplished a Titan's task, for in no part of the United States have the German citizens ever presented so well arranged a programme as has been carried out within the past few days in Baltimore. The success of the affair and, in fact, the present prosperity of the Schuetzen Company, which now numbers nearly one thousand members, is principally due to the administrative genius of its President and Commanding Officer, Major BLUMENBERG, who has discharged the onerous duties of his office, since the battle of Antietam, where he was severely wounded while gallantly leading the Sixth Maryland Regiment against the Southern armies. Another master-spirit of the Society is Mr. RAINE, the editor of the Baltimore *Correspondent*, who seems to be ubiquitous, acting at once as editor of a daily newspaper, agent of a steamship company, Treasurer of the Festival, exchange and money broker, and cicerone of foreign correspondents and general good fellows.

Yesterday the park was filled with hosts of anxious sight seers. It is computed that over 25,000 persons visited the grounds, the receipts at the gate amounting to over $3,000. The weather was delightful until 8 in the evening, when a few heavy drops announced the approach of rain. The cautious and timid made immediate preparations to leave, while the more courageous remained and defied the storm-king. The former parties, who took time by the forelock, managed to get home in good season and with dry clothes, while the latter, who failed to seize the opportunity paid the penalty of their temerity by being thoroughly drenched. The rain, however, did not dampen the spirits of the dancers, and until late at night the ball was kept up, hundreds of couples occupying the floor, the band playing the liveliest of melodies.

President JOHNSTON has not arrived yet but is expected this afternoon, unless prevented by the threatening aspect of the weather. An easterly wind, indicative of more rain, now prevails.

QUASIMODO.

State Convention of Sabbath-School Teachers at Lockport—Twelfth Annual Convention.

Correspondence of the New-York Times.

LOCKPORT, N. Y., Wednesday, Aug. 21, 1867.

The State Sunday-School Convention of New-York, which has been widely known through its crowded sessions two years ago, at Syracuse, and last year at Utica, has been compelled to reduce its privileges of membership. The entertainment which a city of the size of Lockport can afford is necessarily limited, but its fullest generosity seems to have been extended. The attendance is, of course, largest from the central and western counties, but the entire State seems to be tolerably well represented.

The Convention met, yesterday, at 2 o'clock P. M., and was called to order by the State Secretary, E. T. HUNTINGTON, Esq., of Rochcester, who made a brief address. The following officers were elected, upon recommendation by the Nominating Committee: President, Hon. T. T. FLAGLER, of Lockport. Vice-Presidents, GEO. W. PARSONS, of Rochester, Rev. S. HUNT, of Lockport; Rev. J. T. SEELEY, of Newark; J. S. NEWTON, of Norwich; Rev. A. T. PIERSON, of Waterford. Secretaries, J. E. GILBERT, of Buffalo; H. H. LEE, of New-York City; M. C. RICHARDSON, JOHN A. WOLCOTT, of Lockport. Business Committee, NOAH T. CLARK, of Canandaigua; EDWARD BRISTOL, of Buffalo; G. B. MERRITT, of Kingston; M. M. MERRILL, of Watertown.

A few brief addresses were made by some gentlemen upon miscellaneous matter, and the Convention adjourned to 7 o'clock P. M.

The exercises of the evening were devoted to the compliments of welcome. Rev. Dr. W. C. WISNER, Pastor First Presbyterian Church, made the first address, and was followed by Rev. S. G. SMITH, Pastor Baptist Church.

Rev. Mr. PIERSON, of Waterford, replied to the welcome extended in an eloquent though brief address, speaking of the object, the theme, the secret and the reflex influence of Sabbath-school teaching.

Mr. L. B. SCOTT, of Montreal, made a few remarks upon the interest felt in the cause by Christians in Cadada as being more orthodox of late than formerly, when the Sabbath-school had too commonly been felt to be merely a convenience to get rid of children. He said that his fellow-citizens in Montreal were expecting much good of the Province of Nova Scotia, which had been recently added to them.

Prof. P. G. GILLETT, President of the Convention of Illinois, gave some very interesting information concerning the cause in that State. A thorough organization exists in every one of the 102 counties, and township conventions are projected. In some of the counties there are institutes held every month. The State Convention was held June 10 and 11, at Decatur, with an attendance of over 2,000 people, and $5,000 were pledged for the coming year's work.

The evening session, which had been very fully attended, concluded at 10 o'clock.

SECOND DAY.

Half an hour previous to the business session was spent this morning in devotional exercises. At 9 o'clock the President Called the Convention to order for business, and, after prayer, the annual report of the Secretary, Mr. HUNTINGTON, was presented. The document presents the statistics by counties, to the following aggregate amount. Number of schools, 4,465; officers and teachers, 55,795; scholars, 392,064; conversions, 9,235.

In the State there are no less than 300,000 children who do not attend any Sabbath-school.

County Secretaries reports were then presented, the Secretary taking the opportunity to count the number of delegates present in the house, and giving it as 515 in all.

The facts presented in the county reports were mainly these: In Cayuga County a Sabbath-school has been started in one town where there was no praying man, by importing a superintendent from the nearest Sabbath-school. Buffalo City excels Chicago in the proportion of mission schools to population. In Monroe County it is accounted that one of the improvements within the year is that several ministers have given up smoking! In Schenectaday, a lad of eighteen—whom a very unwise and foolish curiosity dragged out to speak—has started a mission school in his mother's kitchen, and brought in 150 scholars! In Westchester County, previously having no Secretary, Mr. EBENEZER CURTIS accepted the appointment to the county Secretaryship.

The remainder of the morning session was taken up with short addresses, of exchanging the fraternal greeting of other State Conventions, &c.

GENERAL ITEMS.

Under the direction of the General Conference of the Congregational Churches in Maine, there will shortly be published a record of the churches and ministers of that denomination in that Conference from 1672 to 1867, with occasional references from 1643 to 1672. Over three hundred churches and one thousand ministers are comprised in the list. The name of each church is given, with the date of its organization; the names of the pastors, or stated supply; date of settlement, dismission, &c.

A few days ago a lobster was caught at Jonesport, Maine, which measured three feet five inches in length, nineteen and a-half inches round the body, and weighed twenty-seven pounds. The largest claw weighed eight pounds fourteen ounces.

Two hundred and thirty tons of Vermont butter passed through Concord, N. H., by railway, on Wednesday.

DROWNED.—Last evening at 6:30 o'clock, ANDREW LOCKWOOD, a Hell Gate pilot, while attempting to get a tow from the steamer *Northampton*, lying in the East River at the foot of Jackson-street, fell overboard and was drowned. The body was not recovered.... At 11:30 o'clock last night an unknown woman fell from the bulkhead of the pier foot of Chambers-street, North River, and was drowned. The body was recovered and taken to the Third Precinct Station-house.

ANOTHER ATTEMPT AT SUICIDE.—Last night, at 11 o'clock, a man named WILLIAM BRYANT, residing at No. 343 East Thirtieth-street, attempted suicide by taking laudanum at the corner of First-avenue and Thirtieth-street. The dose was not effective. The sufferer was taken to Bellevue Hospital.

The Paris Exposition.

Our old friend, J. C. ZALLEE, No. 110 Olive-street, has achieved a triumph that, if it does not render his name immortal, will mark him as a brave man and most consummate artist. Mr. ZALLEE, doubting the generally accepted theory that Paris is the world in regard to fashions, made a suit of gentleman's clothing and sent it to the Exposition at Paris to compete for the prize, where there has been competition from all parts of the world from the finest artists and mechanics in the tailoring line, where all the crowned heads of the continent have been to witness the competition in the industrial productions of the civilized world. Late advices from the Grand Exposition report Mr. ZALLEE successful, and St. Louis has the honor of having produced the finest gentlemen's clothing in this great competition, and our city should take a pride in the success of one of our own artisans, who so boldly and successfully accepted a challenge thrown down by Paris, the heretofore acknowledged fountain-head of all fashions.

Persons wishing fashionable clothing should not fail to give Mr. ZALLEE a call, for in the matter of taste and skill he has no superiors.—*St. Louis Democrat.*

THE STATE ASSESSORS.—The State Assessors will meet at Stanwix Hall, in the City of Albany, on Tuesday, the 27th, to equalize the State Assessments. Any County may then make an appeal, either by Committee or letter.

The Great Conflagration AT ST. KITTS.

1,380 BUILDINGS BURNED.

HERRING'S SAFE ASTONISHES THE PEOPLE.

OVER TWO DAYS IN THE FIRE.

COMPTROLLER'S OFFICE, ST. KITTS, W. I., 11th July, 1867.

We, the undersigned, hereby certify that we were present at the opening of a FIRE-PROOF SAFE, made by FARREL, HERRING & CO., of Philadelphia, which Safe had been exposed to one of the severest fires that has ever been witnessed in the Island of St. Kitts, and a gentleman who was present at the severe fires in Demerara, in the year 1864, says they were not to be compared to this, by which the entire mercantile property was entirely destroyed, and the store in which this Safe was, was burned to the ground, and continued burning for over two days, and was taken out on the third, and from thence brought to this office, when the bank notes, gold and silver coin, papers and books, were found intact.

In witness whereof we have hereunto attached our seal and signature.

{Seal.} G. J. EVELYN,
JOHN CARDEN, First Clerk,
MONTAGUE GIBSON,
of J. Gibson & Son, Antigua.

CONSULATE OF THE UNITED STATES OF AMERICA, ST. CHRISTOPHER, July 11, 1867.

I, Emill Laprune Delisle, Consul of the United States of America for St. Christopher and dependencies thereof, do certify the above signatures to be entitled to full faith and credit.

Given under my hand and seal of this Consulate, the year and date as above written.

EMILL L. DELISLE, United States Consul.

HERRING'S PATENT CHAMPION FIRE-PROOF SAFES, the most reliable security now made.

Also, HERRING'S NEW PATENT BANKERS' SAFE, made with the new metal. "*Spiegel Eisen*," the victor at the recent severe tests at the Paris Exposition. Made only by HERRING, FARREL & SHERMAN, No. 251 Broadway, corner Murray-st., N. Y.
FARREL, HERRING & CO., Philadelphia.
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Advertisement.

Chickering & Sons

AMERICAN PIANOS TRIUMPHANT at the EXPOSITION OF ALL NATIONS. In addition to THE GRAND GOLD MEDAL OF HONOR, the Emperor NAPOLEON, in person, accompanied the presentation with the decoration of THE CROSS OF THE LEGION OF HONOR, thereby conferring to the CHICKERING MEDAL the only distinction over the four other medals awarded for Piano-fortes, all of which were exactly alike and of equal value, and thereby confirming the unanimous award of the THREE JURIES AND THE IMPERIAL COMMISSION placing the CHICKERING PIANO at the HEAD OF ALL OTHERS.

Warerooms No. 652 Broadway, New-York.

Advertisement.]

Official Proof From Paris.

STEINWAY & SONS TRIUMPHANT.

STEINWAY & SONS are enabled positively to announce that they have been awarded THE FIRST GRAND GOLD MEDAL FOR AMERICAN PIANOS, *this medal being distinctly classified first, over all other American exhibitors*. In proof of which the following OFFICIAL CERTIFICATE of the President and members of the International Jury on Musical Instruments is annexed:

PARIS, July 20, 1867.

I certify that the First Gold Medal for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition. First on the list in Class X.

MELINET, President of International Jury.

GEORGES KASTNER, AMBROISE THOMAS, ED. HANSLICK, F. A. GEVAERT, J. SCHIEDMAYER, } Members of the International Jury.

The original certificate, together with "the official catalogue of awards," in which the name of STEINWAY & SONS is recorded *first* on the list, can be seen at their WAREROOMS, FIRST FLOOR OF STEINWAY HALL, new numbers 109 and 111 East 14th-st., New-York.—*Advertisement.*

American (Waltham) Watches. THE BEST IN THE WORLD. SOLD EVERYWHERE.—*Advertisement.*

American Watches at Factory Prices. T. B. BYNNER & CO., No. 189 Broadway and No. 157 Fulton-st., New-York.—*Advertisement.*

Dog Days.

The miasma which generates epidemic fevers is now rising in clouds under the blazing beams of the dog-day sun. Every living body, as well as refuse animal and vegetable matter, emits unwholesome vapors, and in crowded cities and the dense assemblages which business and pleasure call together the elements of disease are evolved. The pressure upon every vital organ is never so great as in the second and third months of Summer, and common sense teaches us that these organs require to be reinforced to meet it.

We hold our lives, so to speak, on a repairing lease, and this is the season when the process of dilapidation is most rapid and repairs are most required. Therefore, build up, prop up and sustain the powers of nature with that mighty vegetable recuperant, HOSTETTER'S BITTERS. He who takes it may be said to clothe himself in sanitary mail, against which epidemic disease will hurl its poisonous shafts in vain. This is no gratuitous assertion, but a great medical fact, attested by twelve years' experience in every climate of the habitable globe. Extremes of temperature always disturb the functions of the stomach, the bowels, the liver and the skin. It is through these that the most dangerous maladies assail us. Tone them in advance with HOSTETTER'S BITTERS, and defy heat and malaria.

A Lady of undoubted Chemical Skill has recently perfected CHEVALIER'S LIFE FOR THE HAIR. It positively restores gray hair to its original color and youthful beauty; imparts life, strength and growth to the weakest hair; stops its falling out at once, keeps the head clean; is unparalleled as a hair-dressing. Sold by all druggists, fashionable hair-dressers and dealers in fancy goods. The trade supplied by the wholesale druggists.

SARAH A. CHEVALIER, M. D., No. 1,123 Broadway.

Exposition Universal.—PARIS, 1867.—The Howe Machine Co., ELIAS HOWE, Jr., No. 699 Broadway, New-York, awarded, OVER EIGHTY-TWO COMPETITORS, the ONLY GRAND CROSS OF THE LEGION OF HONOR, AND GOLD MEDAL, given to American Sewing Machines, as per Imperial Decree, published in the *Moniteur Universel*, (Official Journal of the French Empire,) Tuesday, 2d July, 1867.

Batchelor's Hair Dye. The best in the world, the only reliable and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

Trusses, &c.—MARSH & CO.'S Radical Cure Truss Office, only at No. 2 Vesey-st. Also supporters, bandages, silks, elastic stockings, &c. A lady attendant.

Pyle's O. K. Soap—Hard, and not liable to imprudent waste. It recommends itself. Sold by grocers everywhere. Depot No. 350 Washington-st.

For the Hair—BARRY'S TRICOPHEROUS the best and cheapest article. Sold by all druggists.

Bilious Disorders, Liver Complaint, Costiveness, &c., are speedily removed by Dr. D. JAYNE'S Sanative Pills, a remedy mild and certain in action, and may be taken at any time without risk from exposure. Sold everywhere.

Dodd's Nervine and Invigorator.

G. B. Martin, Cashier Glenn House, Long Branch, N. J., states that DODD'S NERVINE has cured him of chronic weakness of the stomach, dizziness and sick headache, and greatly strengthened his whole system.

David Hartshorn, No. 399 State-st., Brooklyn, cured of chronic muscular and nervous debility.

John Harbut, Brooklyn, N. Y., says: "To regulate the bowels without producing cathartic effect, quiet the nerves and tone up the system, I have never used anything that equaled DODD'S NERVINE."

W. F. Deans, Esq., Eastford, Conn.: "My wife has suffered for seventeen years with extreme nervous debility and mental prostration. She was induced by a friend to try DR. J. W. DODD'S NERVINE AND INVIGORATOR, and by its use is now restored to perfect health."

Price $1.

H. B. STORER & CO., Proprietors, No. 75 Fulton-st., New-York.

5,000 Pieces Mosquito Net, AT WHOLESALE OR RETAIL. G. L. & J. B. KELTY, No. 447 Broadway.

Mosquito Nets, With or without PATENT PORTABLE CANOPIES. G. L. & J. B. KELTY, No. 447 Broadway.

Ladies, if you wish beautiful Boots and Shoes for yourselves and families, of all the various styles, patronize MILLER & CO, No. 3 Union-square.

Dean's Cakes and Confectionery, No. 893 Broadway, between 19th and 20th sts., opposite where the peacocks are.

The Singer Manufacturing Co. SEWING-MACHINES. No. 458 Broadway, New-York.

Exposition Universelle, Paris. 1867. WHEELER & WILSON, No. 625 Broadway, New-York, awarded, over eighty-two competitors, the highest premium—a gold medal—for the perfection of sewing machines and button-hole machines. The only gold medal awarded to this branch of manufacture. See official list of awards and fac simile of medals at WHEELER & WILSON'S.

The Florence Sewing-Machine was awarded the highest prize over all competitors, at the Paris Exposition, 1867—the first Silver Medal for the best family Sewing-machine in the world. 505 Broadway.

Elliptic Lockstitch Sewing-Machines. —First premiums, 1866. No. 543 Broadway. Crystal foot; volute tension; adjustable drop feed.

Bartlett's Reversible Sewing-Machines (new model) are universally acknowledged to be cheapest reliable sewing-machines. Depot No. 569 Broadway, N. Y.

Grover & Baker's Highest Premium Sewing-machines. No. 495 Broadway, New-York.

MARRIED.

BRISTED—SEDGWICK.—At St. Paul's Church, in Stockbridge, Mass., on Tuesday evening, Aug. 20, by Rev. Justin Field, CHARLES ASTOR BRISTED to Miss GRACE ASHBURNER SEDGWICK, youngest daughter of the late Charles Sedgwick, of Lenox.

DIED.

CORNING.—At the residence of her brother, Charles C. Denton, at North Hempstead, L. I., on Thursday, Aug. 22, ALMIRA P., wife of Richard S. Corning, only daughter of Charles Denton.

COWEN.—At Argyle, Washington County, N. Y., on Thursday, Aug. 22, ELIZABETH R., infant daughter of William and Susan J. Cowen, aged 1 year, 7 months and 21 days.

The relatives and friends of the family are respectfully requested to attend the funeral from the residence of her parents, 125th-st., near 10th-av., at 3 P. M. this day, (Saturday,) Aug. 24.

FITZ GERALD.—In Washington, D. C., on Thursday, Aug. 22, WM. P. N. FITZ GERALD, late of this City.

Funeral services in Washington this day, (Saturday,) Aug. 24.

HOWARD.—On Friday morning, of congestion of the brain, RUTH G., daughter of Anna Gregg and Joseph Howard, Jr., aged 2 years and 1 month.

The relatives of the family are invited to attend the funeral service on Sunday at 2 o'clock, at the residence of her parents, No. 16 Willow-st.

KEYSER.—On Thursday morning, Aug. 22, CHRISTIANA H. KEYSER, widow of the late John Keyser, in the 64th year of her age.

Relatives and friends are respectfully invited to attend the funeral from her late residence, No. 130 West 43d-st., on Saturday, the 24th inst., at 2 o'clock P. M., without further notice.

LAWRENCE.—On Thursday morning, Aug. 22, at his residence, No. 117 East 23d-st., RICHARD LAWRENCE, in the 65th year of his age.

Notice of funeral hereafter.

MILLER.—On Thursday morning, Aug. 22, at the residence of her father, after a short illness, NELLIE COMSTOCK, wife of Lieut. Comdr. J. N. Miller, U. S. N., and daughter of Capt. J. J. Comstock.

Notice of funeral hereafter.

MINUSE.—At Rye, N. Y., on Thursday, Aug. 22, LEONARD, the youngest son of John D. and Louisa Purdy Minuse.

The friends and relatives of the family are invited to attend the funeral from the residence of its parents, this (Saturday) morning at 11 o'clock.

NASH.—On Thursday, Aug. 22, at South Norwalk, Conn., of disease of the heart, JAMES NASH, of this city, in his 70th year.

The friends of the family are invited to attend the funeral services from his late residence, South Norwalk, on Monday, Aug. 26, at 12 o'clock M. Carriages will be in attendance on arrival of train leaving New-York by New-York and New-Haven Railroad at 9 o'clock A. M.

PARKER.—At Brooklyn, on Thursday, Aug. 22, of cholera infantum, MARIANNA LITTLEFIELD, infant daughter of Tybee W. and Mary C. Parker, aged 7 months and 9 days.

The friends of the family are respectfully invited to attend her funeral from the residence of her uncle, S. Wintringham, No. 129 Henry-st., Brooklyn, this (Saturday) morning at 10½ o'clock.

ROBERTS.—Suddenly, on Friday, Aug. 23, MARY ELIZA, daughter of Robert and the late Mary Roberts, in the 13th year of her age.

The funeral will take place from the New-York Hospital on Monday, the 26th inst., at 10½ o'clock.

ROWLAND.—At Saltersville, N. J., on Friday, Aug. 23, at 10½ A. M., JOHN ROWLAND, aged 51 years, 10 months and 8 days.

The friends and relatives of the family are respectfully invited to attend the funeral to-morrow, (Sunday,) at the M. E. Church at Greenville, at 3½ P. M.

SULLIVAN.—At Hyde Park, N. Y., on Thursday, Aug. 22, EDGAR, only child of James and Catharine A. Sullivan.

SHEPARD.—At Castleton, N. Y., on Wednesday, Aug. 21, where she had gone to visit, Miss MARY SHEPARD, of Amherst, Mass., daughter of the late Rev. Mase Shepard, of Little Compton, R. I., aged 70 years.

SCRIMGEOUR.—On Friday, Aug. 23, MATILDA, wife of James Scrimgeour, aged 23 years and 7 months.

The friends of the family, also members of Greenwood Lodge, F. & A. M., are respectfully invited to attend the funeral on Sunday, the 25th inst., at 3 P. M., from her late residence, 14th-st., near 4th-av., South Brooklyn.

WATERMAN.—On Thursday last, Aug. 22, Miss MARY B. WATERMAN, aged 73 years.

The funeral will take place on Monday next at 11 A. M., from the house of her brother-in-law, Rev. Dr. De Witt, No. 123 9th-st. Her friends and those of the family are invited to attend.

YOUNG.—In Brooklyn, on Thursday morning, Aug. 22, suddenly, JAMES YOUNG, in the 30th year of his age.

Relatives and friends are respectfully invited to the funeral from his late residence, corner of Navy and Boliver sts., to-morrow (Sabbath) afternoon at 2 o'clock.

A CARD.—MOURNING GOODS OF EVERY DEsirable kind, constantly on hand, at JACKSON'S mourning-store, No. 551 Broadway, opposite Tiffany & Co.'s. Prices very reasonable.

MISCELLANEOUS.

DR. E. BUSFORD LIGHTHILL,

NO. 166 FIFTH-AVENUE,

(Between 21st and 22d sts.,)

Consultations on diseases of the THROAT and LUNGS, CHRONIC CATARRH in all its forms, IMPAIRED HEARING and SIGHT, and all CHRONIC and OBSCURE DISEASES.

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UPHOLSTERY GOODS.
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FOR SALE—A FILE OF THE NEW-YORK TIMES from Jan. 1, 1861, to the present time; also, a file of the New-York *Herald* from Jan. 1, 1861, to the present time. Address O. H., Box No. 1,873 New-York Post-office.

DR. J. H. SCHENCK, OF PHILADELPHIA, will be at his rooms, No. 32 Bond-st., New-York, professionally, every TUESDAY, from 9 A. M. to 3 P. M.

GEORGE WILKES' LONDON LETTER.
English and American Travel contrasted; together with sporting news from all parts of the world. See WILKES' SPIRIT OF THE TIMES of Aug. 24.

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English and American Travel contrasted; together with sporting news from all parts of the world. See WILKES' SPIRIT OF THE TIMES, of Aug. 24.

HON. RICHARD D. CONNOLLY.—SEE his likeness and life in Sept. No. PHRENOLOGICAL JOURNAL. Newsmen have it.

CRESYLIC SOAP.
(PATENTED.)
A *perfect disinfectant* and valuable for laundry purposes, washing quicker than ordinary soap, and bleaching clothing perfectly white, without injuring the fabric. Manufactured solely by JAS. BUCHAN & CO., No. 190 Elizabeth-st.

INVALIDS' WHEEL-CHAIRS, FOR IN OR OUT-DOOR USE, FROM $30.
Invalids' carriages to order.
Patent cantering horses, $12 to $25.
Child's carriages, swings, hobby-horses, &c.
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MISCELLANEOUS.

PIERCE EGAN'S
NEW ROMANCE
FOR THE
SUNDAY MERCURY,
ENTITLED,
EVE;
OR,
AN ANGEL OF INNOCENCE,
will be commenced in the columns of the
GREAT SUNDAY NEWSPAPER
TO-MORROW, AUG. 25,
and continued weekly from that date until completed. In a letter from the distinguished author, accompanying the

CORRECTED ADVANCE SHEETS

of the story, he says: "The title is

"EVE; OR, AN ANGEL OF INNOCENCE."

"It will give the History of a Young Girl brought up in the strictest seclusion, and from whom the true meaning of Good and Evil has been carefully concealed. She is thrown suddenly into a vortex of temptation by her guardian, who, to gratify the promptings of an implacable revenge, has determined to change the pure and innocent maiden into a 'Theodora.' The story, therefore, will present a continual struggle between Innocence and Sin, between Plenty and Temptation."

The subject is not only original itself, but is treated in an entirely original way. The opportunities which it affords for

EXCITING SITUATIONS

have been seized upon with masterly skill, and the result is the most extraordinary Romance which the fertile brain of its author has ever yet conceived. Throughout the story the

POWERS OF LIGHT AND DARKNESS

seem to be engaged in a continuous contest for the soul of the heroine who, adorned with all the graces of mind and person that belong to womanly perfection, is made to pass through such a

FIERY ORDEAL

of temptation as might tax the virtue of a seraph, and which not one woman in ten thousand could endure unscathed. How the fair Eve encounters the terrible trial it would be premature to state in this announcement. The reader will make the acquaintance of this

BEAUTIFUL AND ARDENT BEING

in the first chapter, and thenceforward to the close of her "strange eventful history" will take the deepest interest in her fate. Her guardian and evil genius,

SIR MERLE ADAMANT,

is the master spirit of the vile conspiracy for the destruction of her peace, and his chief instrument is his base-born adopted son, Grantley Fitzaustrey, trained up in vice for the accomplishment of his vengeance. The motive of Sir Merle's vindictive hatred of his ward does not appear in the early chapters of the story, but is developed as it progresses toward the *denouement*. His theory is that there is no limit to the depravity into which a woman, however pure by nature, may be plunged by artfully exciting her passions and sophisticating her conscience. Poor Eve is kept in as utter ignorance of the nature and consequences of evil as her namesake before the Fall, until she arrives at the age of seventeen. Up to that time she has no knowledge of the relations between the sexes. She has no companions except old men and women, the dependents of Sir Merle, and is taught the various accomplishments which are deemed requisite in polite life by tutors without any of the kindly qualities that attract confidence and affection. No religious principles are instilled into her youthful mind, and she is left without any moral guide except her natural instincts. In this state of negative innocence, with her heart unawakened, her conscience unexercised and dormant, calm as a statue, but full of latent passion and sentiment that only require the magic touch of love to warm them into life—the beautiful girl is cast, unwarned and unsuspecting, into the whirlpool of fashionable dissipation, and beset by swarms of flatterers, profligates and intriguantes. Then the conflict begins, and its details constitute the grand features of this wonderful story. A handsome and ingenuous face, seen by accident during her seclusion, haunts the heroine, however, in the gay scenes to which she has been introduced, and out of this circumstance grows a series of events which lends a tender and thrilling interest to the narrative. But it would interfere with the enjoyment in store for every reader of the tale to give a key in advance to the incidents it embodies. All the characters concerned in the plots and counterplots which impart such a fascination to the novel are drawn with great power. There are no supernumeraries among them; each, from the noblest to the humblest, seems to be necessary to the development of the author's plan, and not one of them could be spared without injuring the general effect.

The aspect of the cold-blooded and remorseless guardian of the unfortunate Eve is thus graphically described in the opening chapter:

"The general character of his face was harsh, unfeeling, repellant. There was no trace of kindness or sympathy in his eyes. There were signs of sordid avarice, meanness, of viciousness in every feature which could betray those vices. There was not one to indicate that underlying them might be found, and by some extraordinary influence brought to the surface, honesty, honor, charity or generosity. A professional beggar if, before he attempted to make to him his canting importunate appeal for pecuniary assistance, he chanced to catch a glimpse of his countenance, would have infinitely preferred surrendering himself into the custody of a hard policeman on a self-made charge of vagrancy, to wasting his experienced skill in mendicancy in the hopeless task of extracting alms from him. Nay, a malefactor, if he knew that his life wholly depended on the mercy of this old man, after one glance at his eyes, would yield himself to the hands of the executioner without one supplicating word."

Contrast with this repulsive picture, the *portrait charmant* of the exquisite young creature to compass whose ruin all the arts and subtleties of Sir Merle and his servile tools are subsequently brought into play.

"Her complexion was colorless, but it was not white like alabaster, nor was it sallow like that of many a maiden styled fair; it had more of the hue of newly cut and polished ivory, in which there is neither fleck nor blemish. It had, indeed, the character and delicacy which imprisonment from infancy in warm, luxurious apartments, where the refreshing breezes from the West had never been permitted to penetrate, might be supposed to have communicated to it. Her forehead was not high, nor very broad; it, however, possessed the merit of seeming both, and its clear surface was unbroken even by the indication of a line. Her nose was straight and thin, and her nostrils, though small, were so sharply defined as to suggest a quick and highly-refined susceptibility. Her mouth was small, and like what we dream of Psyche's, sweetly expressive of tenderness and love. Yet it denoted firmness, perhaps more conspicuously than any other feature of her youthful face. But the most attractive and the most startling feature of her face was her eyes. Not because they were large, liquid, thoughtful, and were fringed with long, semi-circular, dark lashes, or that they were of that intense deep hue which, under the influence of vivid excitement, seems black as gleaming ebony, but in gentler moments closed, resembles the softest though darkest of brown peculiar to the gazelle; but because they were like

'Two openings of unfathomable night
Seen through a tempest's cloven-roof;'

because in these wondrous, indescribable expressions they would compare with nothing but the orb of the uncorporeal inhabitants of another sphere."

Such are the portraits of the arch-tempter and the tempted, and their natures as revealed in the progress of the story answer well to their pictures presented at its outset.

The girl having reached her seventeenth year, the old reprobate Sir Merle conducts her to the summit of one of the turrets of the castle, in which she has been a guarded captive from her babyhood, shows her the fair dominions around, talks to her of the pleasures of the world, and says, in effect, like his prototype of old, "All these shall be thine, if thou shalt do my bidding." She is silent, and assuming her silence to be consent, he whirls her off to the metropolis, and soon afterward her temptations begin. Through all the adventures incident to her perilous career, whoever once commences the story is bound to follow her to its close. The fascination is too strong to be resisted. An eager desire to know whether she will emerge from the ordeal pure and sinless, or be lost in the maelstrom of meritricious excitement, on which she is compelled to embark, will possess every reader of the romance. All Pierce Egan's stories are magnetic; but nothing that he has heretofore written is calculated to produce such a powerful effect upon the imaginations, and so completely to enthrall the attention, as

"EVE; OR, AN ANGEL OF INNOCENCE."

The right to publish this extraordinary production of genius, simultaneously with its appearance in London, has been secured to THE SUNDAY MERCURY by

SPECIAL CONTRACT,

and at a cost which no other weekly newspaper printed in America would deem it prudent to incur. But with the whole public for its banker, the GREAT SUNDAY NEWSPAPER can afford to grace its columns with original works of fiction, foreign as well as domestic, of the very highest and most expensive class.

It has been by liberal expenditures in every department embraced within the scope of a journal intended for the information and entertainment of THE WHOLE PEOPLE, that THE SUNDAY MERCURY has attained its present position at the head of the Weekly Newspaper Press, and the same means that were used to build it up will be employed to perpetuate its ascendency. It is admitted, even by the comparatively "slow coaches" that lumber along in its rear and envy its success, to be the most comprehensive newspaper ever published, either in this country or in Europe. Its immense circulation results from the fact that it has been made

INDISPENSABLE TO ALL CLASSES,

professions and callings. It is on the breakfast table of every merchant on Sunday morning—and why? Because in its columns the shipping and commercial intelligence is fuller, more accurate, and brought down to a later hour than in any other sheet published on the same day. All who take an interest in public amusements, either professionally or as spectators and auditors, purchase it because it gives them a bird's-eye view of the theatrical and Show world of both hemispheres, and posts them, up to the very latest dates, in relation to the whereabouts of every public celebrity and every species of public performance. The same thing has been attempted in some of the London weeklies, but the idea has never been carried out *in extenso*, as it is in THE SUNDAY MERCURY, by any European Press. In this country no newspaper publisher has ever dreamed of making such a record. The labor and research employed in this department alone would exhaust the energies of the entire *personnel* of the (so-called) Sunday papers that flounder in the wake of the

PEOPLE'S GAZETTE,

and therefore they wisely refrain from any effort at competition. In juxtaposition with this information touching the "vanities of the world," THE SUNDAY MERCURY gives more clerical news than any other secular weekly, thus setting off the gravities of life against its gayeties, and leaving those who "pay the money" to "take their choice," or, if they prefer it, to make themselves familiar with both. In current fiction it gleans from the entire field of imaginative genius and talent the primest portion of the crop, and leaves the remainder to its less enterprising and less discriminating contemporaries. Writers who can

MOVE THE MILLION

always find a profitable market for the productions of their pens at THE SUNDAY MERCURY establishment, because it is the policy of its conductors to make it a medium of direct communication between the most popular novelists, sketch writers and essayists of day, and the great body of the people.

SOCIAL SUBJECTS

have never been treated in any public journal with the same brilliant success as in the GREAT SUNDAY NEWSPAPER. Society in New-York and its surroundings would not know its own ingredients but for the data furnished in THE SUNDAY MERCURY. Directories may give the names and residences of citizens, but who knows whether they are married or single, pecuniarily eligible or otherwise? Verily, that important information has never been furnished from any other source than the pages of the journal referred to.

The Empire City, held in fetters by State Commissions, has no advocate of its chartered rights and political privileges—so shamefully set at naught by centralized authority—as fearless, outspoken and earnest as the

SUNDAY ORGAN OF THE MASSES.

The usurpations of the State Police Commissioners, the State Excise Commissioners, and other State Boards that have superseded the Municipal Government, and now reign absolute in this Metropolitan District, have been thoroughly shown up but in one newspaper published within its limits. Need it be said that this newspaper is THE SUNDAY MERCURY? The cruelties and abuses practiced in the so-called Charitable and Correctional Institutions of the City and vicinity, by "men dressed in a little brief authority," would never have been brought to light but for its investigations. Justice has taken a hint from its revelations, and there is now a prospect of some of the barbarities perpetrated within the bailiwick of Paterson, N. J., becoming the subject of judicial investigation.

In the department of

HUMOROUS ESSAYS AND POEMS,

THE SUNDAY MERCURY is confessedly without a rival in the periodical literature of the country, and its

LOCAL NEWS

of every description is the fullest, the latest, and the most reliable published in the city.

PERPETUAL NOVELTY

is one of its characteristics. Every one who takes the paper expects to find some new and striking feature in its columns each week, and in this expectation nobody is disappointed. The amount of reading matter which it furnishes is immense. The contents of

THREE ORDINARY NEWSPAPERS

are compressed into its fifty-six closely-printed columns, and it is by all odds the cheapest journal in the United States. Its special and general dispatches by

CABLE AND INTERNAL TELEGRAPH

are later than any other lightning news that appears on Sunday, and bring down the current history of the civilized world to within four hours of breakfast time.

Under all these circumstances, it is not a matter of surprise that THE SUNDAY MERCURY has become the file reader of the weekly newspaper press of America, or that its circulation for the past twelve months has increased at the average rate of

FIVE HUNDRED COPIES

per week. The records of the Internal Revenue Department show that its weekly sales are about three and a half times greater than those of all the other Sunday papers (so-called) printed in the City of New-York, and larger than the aggregate sales of all other Sunday papers published in the United States.

NOTICE.

☞ All who wish to make sure of copies of TO-MORROW'S SUNDAY MERCURY, containing the first installment of Pierce Egan's New Story of

EVE; OR, AN ANGEL OF INNOCENCE,

are advised to apply for them early. A very large extra edition will be published, but it is quite possible that it may not be large enough to meet the increased demand.

THE
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SIX PER CENT. IN GOLD,
Are offered for the present at Ninety Cents on the Dollar and accrued interest at Six per Cent. in Currency from July 1.

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425 Miles West from Omaha are now in operation,

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It will be seen that, *exclusive of the land grant*, the First Mortgage Bonds represent only about *one-third* of the value of the property on which they are secured. The Company is also restrained by its charter from issuing its bonds except as the work progresses, *and to the same amount on the various sections as are issued by the Government.* The mortgage which secures the bondholders is made to Hon. E. D. Morgan, United States Senator from New-York, and Hon. Oakes Ames, Member of the United States House of Representatives from Massachusetts, as Trustees, who alone can issue the bonds to the Company, and who are responsible for their issue in strict accordance with the terms of the law.

A statement of the earnings for the last quarter will be published in detail at an early day; but the accounts are already sufficiently balanced to show that the net amount is much greater than the gold interest on the bonds that can be issued on the length of road operated. It should be remembered that these earnings are only upon a *way business* in a new and undeveloped country, and are no index of the vast traffic that must follow the completion of the whole line to the Pacific in 1870. These facts are only intended to show that these bonds are strictly one of the safest as well as one of the most profitable securities, and are fully entitled to the confidence of the public. The Company make no appeal to the public to purchase its bonds, as the daily subscriptions are large, and fully equal to their wants.

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JOHN J. CISCO, *Treasurer*, New-York.
AUG. 15, 1867.

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EVERY SATURDAY, FOR AUG. 31, CONtains: The Private Life of Crabs and Prawns; Silcote of Silcotes; The Maori King-maker; The Gorilla as I found him, by W. Winwood Reade; Davy Jones, Junior, by DUTTON COOK; A Paris Diogenes; Susceptible Girls; Stone Edge; Foreign Notes. *** TICKNOR & FIELDS, Publishers, Boston, and No. 63 Bleecker-st., New-York.

REV. NEWMAN HALL, REV. THOMAS BINNEY.—See Portraits, Characters and Biographies in PHRENOLOGICAL JOURNAL for Sept. Newsmen have it.

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BUY AND SELL AT MARKET RATES:
U. S. SIX PER CENT. BONDS of 1881,
U. S. FIVE-TWENTY BONDS,
U. S. SEVEN-THIRTY TREASURY NOTES,
U. S. TEN-FORTY BONDS,
U. S. ONE-YEAR CERTIFICATES,
U. S. COMPOUND INTEREST NOTES,
U. S. THIRTY-YEAR BONDS, Pacific R. R. issues,
Central Pacific Railroad State Aid Bonds,
and other desirable Securities.
Also receive deposits and make collections on favorable terms.

First Mortgage Bonds of the

UNION PACIFIC RAILROAD CO.,

HAVING 20 YEARS TO RUN, AND BEARING 6 PER CENT. INTEREST, PAYABLE IN GOLD COIN,

FOR SALE AT 90, BY

HENRY CLEWS & CO.,

SPECIAL AGENTS OF THE COMPANY.

Government Securities of all Issues
BOUGHT AND SOLD,
OR EXCHANGED FOR THE ABOVE BONDS,
AT FULL MARKET RATES.

BANKING HOUSE OF

JAY COOKE & CO.

NO. 20 WALL-ST.,
CORNER OF NASSAU-ST., NEW-YORK.

We buy and sell at the most liberal current prices, and keep on hand a full supply of
GOVERNMENT BONDS OF ALL ISSUES,
SEVEN-THIRTIES
AND
COMPOUND INTEREST NOTES.
And execute orders for purchase and sale of
STOCKS, BONDS AND GOLD.

We have added to our office a Retail Department for the accommodation of the public demand for investment in and exchanges of Government Securities, the purchase of GOLD and INTEREST COUPONS, and the sale of INTERNAL REVENUE STAMPS.

SEVEN-THIRTIES CONVERTED INTO FIVE-TWENTIES AT THE MOST FAVORABLE RATES.
JAY COOKE & CO.

HEDDEN, WINCHESTER & CO.,

No. 69 Broadway, New-York,
BANKERS AND BROKERS.
AGENTS FOR THE SALE OF THE
UNION PACIFIC RAILROAD CO.
First Mortgage Bonds.

These Bonds bear interest at the rate of SIX PER CENT. IN GOLD, and are sold at NINETY PER CENT. and accrued interest from July 1, in currency.

☞ STOCKS, BONDS, GOVERNMENT SECURITIES, AND GOLD BOUGHT AND SOLD on commission. Interest allowed on balances.

CALIFORNIA STOCKS AND BONDS.

SAN FRANCISCO CITY AND COUNTY,
SACRAMENTO CITY AND COUNTY,
STOCKTON CITY,
CUBA COUNTY,
SANTA CLARA COUNTY,
PLATTE COUNTY,
CALIFORNIA STATE TELEGRAPH,
SAN FRANCISCO GAS,
SACRAMENTO VALLEY RAILROAD,
CENTRAL RAILROAD, &c., &c., &c.,
Bought and Sold on Commission.
Apply to GEO. C. DUNBAR, No. 7 Wall-st.

LETTERS OF CREDIT FOR TRAVELERS.
Exchange on London and Paris,
Sight Drafts on Edinburgh and Glasgow,
Stocks and Bonds bought and sold
At the New-York Stock Exchange.
JAMES G. KING'S SONS,
No. 54 William-st.

FOR SALE.
CITY RAILROAD STOCKS AND BONDS IN ALL THE FIRST-CLASS COMPANIES.
Also a large variety of Insurance and other securities, including CITY and COUNTY BONDS, paying good dividends, at the lowest rates for investments, in lots to suit purchasers, by
ALBERT H. NICOLAY,
Stock Broker and Auctioneer, No. 43 Pine-st., N.Y.

JOHN MUNROE & CO.,
AMERICAN BANKERS
NO. 7 RUE SCRIBE, PARIS,
AND
NO. 8 WALL-ST., NEW-YORK,
Issue circular letters of credit to travelers in all parts of Europe, &c., &c. Also commercial credits.

OFFICE OF THE TRUSTEES OF CREDITORS AND STOCKHOLDERS OF THE OHIO AND MISSISSIPPI R. R. CO., (EASTERN DIVISION,) NO. 88 WALL-ST., NEW-YORK, Aug. 1, 1867.
TO THE CERTIFICATE HOLDERS.—A special meeting of the holders of certificates issued by this trust, will be held at the Office of the Trustees, No. 88 Wall-st., New-York, on TUESDAY, the 10th day of September next, at noon, to take final action upon the closing of the trust and the reorganization of the Ohio and Mississippi Railroad Company. As the trust deed requires that three-fourths in interest of the owners, or their legal representatives, of both preferred and common certificates shall be present and voting, to carry out the object above stated, certificate holders are earnestly requested to have their certificates transferred to their own names, and to be present at the meeting in person or by proxy. The transfer-books will be closed at 2 o'clock P. M., on Saturday, the 31st of August, and remain closed until the final adjournment of the meeting. The Trustees only await the action of certificate holders at the meeting now called, to close the trust and reorganize the Company. By order of the Trustees, ALLAN CAMPBELL, Chairman.

ST. LOUIS, ALTON AND TERRE HAUTE RAILROAD CO., NO. 12 WALL-ST., NEW YORK, Aug. 20, 1867.
A MAJORITY IN INTEREST OF THE holders of the preferred second mortgage and income second mortgage bonds, and also of the preferred stock of this Company, having consented in the manner provided by the deed of trust to an increase of the preferred stock of this Company by an issue of three thousand four hundred additional shares, of the same character as the existing stock, to enable the Directors to settle with the present holders of preferred stock for any preference claim over the common stock which may have accrued on the same up to Jan. 1, 1867;
NOTICE
is hereby given that the Directors will issue in settlement of said claim one share of said new stock for every five shares of the existing stock to the holders thereof, on the 2d day of September next; that for the purpose of ascertaining the persons entitled to the same, the transfer books of the preferred stock will remain open till the 2d day of September next, inclusive, when they will be closed, and so remain till the 30th day of September following, after which the certificates of new stock will be ready for delivery.
By order of the Board of Directors.
H. O. BRYANT, Secretary.

THE STOCKHOLDERS OF THE NEW-YORK, PROVIDENCE AND BOSTON RAILROAD COMPANY are hereby notified that the Stonington Steamboat Company has been organized, and a portion of the stock of said Company has been reserved to be distributed among such of the stockholders of the New-York, Providence and Boston Railroad Company as may take their proportion of the increased capital of that Company allotted to them.
Parties wishing to avail themselves of this privilege will please make application to Messrs. M. MORGAN'S SONS, on or before the 10th September, proximo, at which time said stock will be distributed, pro rata, among them. JAMES I. DAY, President.

OFFICE OF THE NATIONAL TRUST COMPANY OF THE CITY OF NEW-YORK, NO. 336 BROADWAY, Aug. 21, 1867.
NOTICE IS HEREBY GIVEN, PURSUANT to charter, that the fifth installment of $10 on each share of stock in the National Trust Company is due on the second day of September next. Subscribers will please call at the office of the Company, and pay their installment, and also bring with them the original receipt for first installment, in order that this payment may be receipted thereon.
JAMES MERRELL, Secretary.

TO THE HOLDERS OF THE SECOND mortgage bonds of the Cumberland Coal and Iron Company.
The undersigned will receive proposals to the 24th inst. inclusive, at the office of the Cumberland Coal and Iron Company, corner of Broadway and Wall-st., for the sale to them of $2,000 of said bonds for the purpose of the Sinking Fund.
JAMES O. BELL,
FREDERICK A. COE, } Trustees.
CHAS. A. RAPPALLO,
NEW-YORK, Aug. 14, 1867.

NEW-YORK, July 25, 1867.
STOCKHOLDERS IN THE ERIE RAILWAY COMPANY who favor such a change in the administration as may secure to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.
WORK, DAVIS & BARTON,
D. P. MORGAN,
AUGUSTUS SCHELL.

THE WORLD'S PAPER STOCK COMPANY.—NOTICE.—The undersigned having been appointed receiver of the property and assets of the above-named corporation, all persons indebted to said corporation are requested to pay the same to the undersigned, and all persons having claims against said corporation will present them at his office, No. 51 Beaver-st., New-York City.
ROBERT FRANCIS, Receiver.

FOR SALE—CHRISTIAN COUNTY AND HENDERSON County 7 per cent. Kentucky Bonds; interest payable semi-annually in this City. These are first-class securities. Apply to J. T. BOYLE, President of the Evansville, Henderson and Nashville Railroad, at the office of GEO. T. [illegible] DAVIS, No. 47 Exchange Place.

FINANCIAL.

VERMILYE & CO.,

NO. 44 WALL-ST.,

BANKERS AND DEALERS

IN
GOVERNMENT STOCKS
AND
COMPOUND INTEREST NOTES

ALL CLASSES OF UNITED STATES FUNDS
Credited or Remitted for on Receipt, at Market Rates, FREE OF ALL COMMISSION CHARGES.

CLOSING PRICES.
NEW-YORK, August 23—3 P. M

	Bid.	Ask'd		Bid.	Ask'd
Registered '81	110⅜	111⅛	Gold	141	141⅛
Coupon. 1881	111	111⅛	Aug. 7.30	107⅜	107½
5-20 Regist'd '62	108⅛	109	June 7.30	107¼	107½
5-20 Coupon, '62	113⅜	113⅛	July, 7.30	107⅛	107½
5-20 Coupon, '64	109⅛	109⅜	Oct., comp'ds. '64	118⅞	119⅛
5-20 Coupon, '65	110⅝	110⅜	Dec., comp'ds. '64	117⅞	118⅛
5-20 C. '65, Jan&Jy	108¼	108⅜	May, comp'ds. '65	116⅞	117⅛
5-20 Coupon, '67	108¼	108½	Aug., comp'ds. '65	116	116¼
10-40 Reg	98⅞	99⅛	Sept., comp'ds. '65	115½	115¾
10-40 Coupon	102⅞	103	Oct., comp'ds. '65	115	115¼

WE GIVE SPECIAL ATTENTION TO FUNDING 7.30 TREASURY LOANS.
All series taken in exchange for 5-20 BONDS. Returns made to correspondents without delay, and on favorable terms.
GOLD for Custom-house purposes furnished at lowest market rates.

RODMAN, FISK & CO.,

BANKERS
AND
DEALERS IN GOVERNMENT SECURITIES,
NO. 18 NASSAU-ST.,
Buy and sell at market rates:
SIX PER CENT. BONDS OF 1881; TEN-FORTIES; FIVE-TWENTY BONDS, ALL ISSUES; SEVEN-THIRTY NOTES, ALL SERIES; COMPOUND INTEREST NOTES, AND GOLD AND SILVER COIN.
Registered Interest collected and Coupons cashed without charge.
7.30 Notes, all series, taken in exchange for the new Consolidated 5-20 Bonds, on terms advantageous to holders of 7.30s.
Merchants and Importers supplied with Coin for customs duties at lowest market rates.
Orders for purchase and sale of all miscellaneous securities promptly executed. Mail and telegraph orders will receive our personal attention. Deposits received and interest allowed on balances. Collections made on all points, with quick returns.
RODMAN, FISK & CO.

RATES FOR EXCHANGING SEVEN-THIRTY NOTES.
AUGUST 23, 1867.

HATCH, FOOTE & CO.,

BANKERS
AND DEALERS IN
GOVERNMENT SECURITIES, GOLD, ETC.
No. 12 Wall-st., N. Y.
For AUGUST NOTES we give the NEW 5-20 BONDS, and pay $26 58 DIFFERENCE.
For JUNE NOTES we give the NEW 5-20 BONDS, and pay $1 30 DIFFERENCE.
For JULY NOTES we give the NEW 5-20 BONDS, and receive $4 70 DIFFERENCE.
ON EACH $1,000.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS FOR USE IN THIS COUNTRY AND ABROAD

OFFICE MONTGOMERY AND EUFAULA RAILROAD COMPANY, MONTGOMERY, Ala., Aug. 16, 1867.
THE COUPONS DUE 1ST OF SEPTEMBER, 1867, on the First Mortgage Bonds of the Montgomery and Eufaula Railroad Company, of Alabama, will be paid at the Chatham National Bank, New-York. L. OWEN, President.

UNITED STATES TREASURY, Aug. 19, 1867.
SCHEDULES OF (30) THIRTY OR MORE 10-40 COUPONS, due Sept. 1, 1867, will now be received for examination at the United States Treasury.
H. H. VAN DYCK, Assistant Treasurer.

WATERTOWN CITY (WIS.) BONDS WANTED.—The highest prices paid for Watertown and all other securities issued in Wisconsin, Iowa, Illinois, &c., including farm mortgages, corporation bonds, &c. Apply to or address GEO. C. DUNBAR, No. 7 Wall-st.

FOR SALE—SOUTHWEST PACIFIC RAILROAD COMPANY First Mortgage 7 per Cent. Bonds, cheap, by ALBERT H. NICOLAY, Stock Broker and Auctioneer, No. 43 Pine-st.

DIVIDENDS.

STUYVESANT INSURANCE COMPANY.
TWENTY-FIFTH DIVIDEND.
A dividend of Five per cent., free of Government tax, has been declared, payable on and after the 15th inst., at No. 122 Bowery.
WM. F. LEGGETT, Secretary.
AUG. 10, 1867.

IRVING
FIRE INSURANCE COMPANY,
OFFICE, No. 9 WALL-ST.
CASH CAPITAL $200,000
ASSETS AUGUST 1, 1867 308,179
LIABILITIES 2,072
NEW-YORK, August 5, 1867.
The Board of Directors have this day declared a *Dividend of Five per cent. and Government Tax*, payable on demand.
MARTIN L. CROWELL, President.
JAMES M. WILSON, Secretary.

OFFICE OF THE CHICAGO AND ALTON RAILROAD COMPANY, CHICAGO, Aug. 14, 1867.
DIVIDEND NOTICE.—THE STOCKHOLDERS of the Chicago and Alton Railroad Company are hereby notified that a dividend of FIVE PER CENT., free of Government tax, has been declared on the preferred and common stock of said Company, payable at the office of the Company's agents, Messrs. M. K. JESUP & CO., No. 12 Pine-st., New-York, on Monday, the 2d day of September next.
The transfer-books of the Company will be closed at the close of business hours on the 21st inst., and reopened on the morning of Sept. 3.
W. M. LARRABEE, Secretary and Treasurer.

OFFICE OF PACIFIC MAIL STEAMSHIP COMPANY, NEW-YORK, Aug. 21, 1867.
THIRTY-SEVENTH DIVIDEND.—NOTICE is hereby given that the Board of Directors have this day declared a Dividend of Three (3) per Cent. out of the net earnings of the quarter ending July 31, payable at the Company's office, MONDAY, Sept. 2. The transfer-books will be closed Friday, 23d inst., at 2 P. M., and reopened Tuesday, Sept. 3. By order of the Board of Directors.
THEODORE T. JOHNSON, Secretary.

OFFICE OF THE STERLING FIRE INSURANCE COMPANY, No. 155 BROADWAY, NEW-YORK, Aug. 14, 1867.
THE BOARD OF DIRECTORS HAVE this day declared a dividend of FIVE (5) per cent., free of Government tax, payable on and after the 17th inst.
A. L. SOULARD, Secretary.

BUSINESS CHANCES.

WANTED—A PARTNER IN A FURNITURE business in which $70,000 are now invested; location of factory (which is one of the best in this country) extremely favorable, with unusual facilities for manufacturing at a low cost. For a man of character and experience in the trade, having $30,000 to invest, an opportunity is offered of engaging in a well-established and profitable business. For further information address, with real signature, FURNITURE, Box No. 2,814 Post-office, New-York.

PARTNER WANTED.—THE ADVERTISER, who has succeeded in building up a very large trade in articles of daily consumption, would like to unite with a gentleman who can invest $10,000 to $15,000 in a very profitable business, capable of being extended to the greatest advantage. Address R. EV., *Journal of Commerce.*

STATIONERY.

THE BEST AND CHEAPEST INKS.—"Keys' National Writing Fluid" and "American Union Ink." No sediment; flow freely and do not corrode. Sold by the trade generally. Manufactured by REEVES & CO., successors to J. G. Keys. Removed to No. 157 Chambers-st.

MISCELLANEOUS.

TO ALL HOP PRODUCERS AND DEALERS.
The following resolution was passed at the Seventh Brewers' Congress at Chicago, June 6, 1867, viz.:
Resolved, That all sacks and bales of hops should be marked by the seller with the gross and the net weight, and that only the net weight should be paid for; that the members and associations pledge themselves not to buy any hops unless thus marked, or of any dealers who do not conform to these requirements; that they should go into effect when the new crop came into market in the Fall.

TUCKER, CARTER & CO.,
NO. 70 SOUTH-ST.,
Manufacturers of manila and tarred cordage, bale rope, twines and bagging for Sea Island cotton and hops of the well-known Anchor and Sea Island brands.
Importers and dealers in Manila, Russian, Italian, Sisal, Jute and American hemps, gunny cloth and gunny bags. Also in store and for sale in lots to suit purchasers, 130 bales Dundee bagging, assorted from 1¾ to 2 lbs. per yard.

GUERLAIN,
PERFUMER,
Paris, No. 15 Rue de la Paix. Paris.

NEW-YORK, Aug. 23, 1867.
IN VIEW OF THE TERRIBLE RAVAGES the yellow fever is now making in Galveston, the undersigned beg to say that they will with pleasure take charge of any contributions for relief of the consequent suffering, and will remit the same to the Galveston Howard Association for distribution.
SPOFFORD, TILESTON & CO., No. 29 Broadway.

ROUND-CORNERED PLAYING CARDS at all stationers and fancy goods dealers. These cards will not split, and cost no more than the ordinary sharp-pointed cards commonly used. Wholesale at the manufacturers', SAMUEL HART & CO., No. 43 John-st., New-York.

SURGICAL HOSPITAL FOR THE TREATMENT of stricture, varicocele, hemorrhoids, fistula, and the more obscure diseases of the pelvic viscera, under the exclusive control of EDWARD H. DIXON, M. D., Editor of the *Scalpel*. Office hours from 8 to 9, 1 to 3, and 7 to 9 evenings, at Doctor's residence. No. 42 5th-av.

SOUTHERN NEWSPAPERS.—WE MAKE a specialty of attending to orders for advertising in newspapers at the South. Parties interested should call or address GEO. P. ROURK & CO., Advertising Agents, No. 40 Park-row, New-York.

SAVINGS BANKS.

THIRD-AVENUE SAVINGS BANK.
Corner 3d-av. and 26th-st.,
Open daily from 10 A. M. to 3 P. M., and on Monday, Wednesday and Saturday evenings from 6 to 8.
Deposits from $1 to $5,000 received and SIX PER CENT. INTEREST paid.

METROPOLITAN SAVINGS BANK.
NEW MARBLE FIRE PROOF BANKING HOUSE.
Nos. 1 and 3 3d-av., opposite Cooper Institute.
SIX PER CENT. INTEREST, free from tax, allowed on ALL SUMS from $5 to $5,000.

NEW-YORK SAVINGS BANK, 8TH-AV., cor. of 14th-st.—*Six per cent. interest* paid on all sums from $5 to $5,000. Deposits made on or before Sept. 1 will draw interest from Sept. 1.
R. H. MACLAY, Pres't.
R. H. BULL, Sec'y. S. S. CONSTANT, Vice-Pres't.

MEDICAL.

TO MARRIED AND SINGLE LADIES.
PORTUGUESE FEMALE MONTHLY PILLS.—In all cases of stoppage or irregularity, from whatever cause, they are certain to succeed in forty-eight hours, safe and healthy. They cannot fail in any case. Price $5 a box. Dr. A. M. MAURICEAU, Professor of Diseases of Women. No. 129 Liberty-st., or sent by mail in letter envelope.
Dr. Mauriceau guarantees a safe and immediate removal of all special irregularities in females with or without medicine, at one interview.
Dr. Mauriceau is the author of "The Married Woman's Private Medical Companion," strictly intended for those whose health or circumstances forbid a too rapid increase of family. Price $1. Sold at his office, 129 Liberty-st., N. Y., or sent by mail, free of postage.

PRIVATE DISEASES CURED BY DR. KENNEDY, No. 191 Stanton-st., in less time than any other, or no pay. Thousands elsewhere ruined, are by Dr. KENNEDY satisfactorily, perfectly cured. A cure in from 1 to 5 days of Gonorrhœa, Gleet, Strictures, Syphilis, and all venereal diseases, without mercury. Be wise in time. Dr. KENNEDY'S remedies are the only medicines on earth to cure certain diseases.
HASTEN TO DR. KENNEDY, NO. 191 STANTON-st.—He makes the greatest cures known. In 26 years' practice he has cured more cases of Secret Diseases than all others. Will cure you in less time and at less expense than any other. Call; it will take but little money and time to restore you. Call at once. Sufferers from Impotency, or loss of sexual power, restored to full vigor. Call on or address Dr. KENNEDY, No. 191 Stanton-st. Advice at all hours free of charge.

SPECIAL MEDICAL AND SURGICAL TREATMENT for the cure of all Diseases of a Private Character, at the office of DR. GRINDLE. Those who are suffering from GONORRHŒA, SYPHILIS, GLEET, STRICTURE, FISTULA, RHEUMATISM, IRRITATION OF THE BLADDER, IMPOTENCE, nocturnal or diurnal emissions, the result of youthful indiscretions, or any disease whatever of the genito-urinary organs or pelvic-viscera. Sores and ulcers of all kinds skillfully treated. Those who have been unskillfully treated elsewhere, should consult their own interest and call on Dr. H. D. GRINDLE, NO. 6 AMITY-PLACE, BETWEEN BLEECKER AND AMITY STS. Examination of the urine daily by chemical analysis, and under the microscope.

A PHYSIOLOGICAL VIEW OF MARRIAGE—Containing nearly 300 pages and 150 fine plates and engravings of the anatomy of the sexual organs, in a state of health and disease, with a treatise on self-abuse, its deplorable consequences upon the mind and body, with the author's plan of treatment—the only rational and successful mode of cure, as shown by the report of cases treated. A truthful adviser of the married and those contemplating marriage, who entertain doubts of their physical condition. Sent, free of postage, to any address on receipt of 25 cents, in specie or postage stamps. Address Dr. LA CROIX, No. 31 Maiden-lane, Albany, N. Y.

TO MARRIED LADIES.—MADAME RESTELL, Professor of Midwifery over 30 years, guarantees a safe and immediate removal of all obstructions from whatever cause, with or without medicine, at one interview, or by mail. Her INFALLIBLE FRENCH MONTHLY PILLS, No. 1, price $1, or No. 2, price $5, which are four degrees stronger, and can never fail, are safe and healthy. Office No. 1 East 52d-st., first door from 5th-av., or sent by mail. Also sold at Druggists, No. 152 Greenwich-st. and No. 317½ Bowery.

CONFIDENTIAL CONSULTATION FREE.—Dr. Severius, from the Medical Colleges of London and Paris, guarantees to cure all private diseases of the most stubborn kind, rapidly and without injury to the constitution. Highest testimonials.
Dr. SEVERIUS, No. 118 Rivington-st.
Consultations on Sundays.

MANHOOD AND THE VIGOR OF YOUTH regained by using Dr. POWERS' ESSENCE OF LIFE. Radically curing Seminal Weakness, Sexual Debility, Impediments to Marriage; Nervousness and Physical Incapacity, results of self-abuse. 191 Stanton-st.

DR. HUNTER CAN CURE WORST cases of certain diseases, without mercury, in shorter time than any other physician, or no pay taken. No. 3 Division-st. One dollar per vial. Book of sixty pages gratis.

DR. HUNTER'S BOTANIC CORDIAL restores vigor of youth in one week; gives health and strength to the most debilitated; $5 per vial. No. 3 Division-st. Book on nervous debility, 60 pages, gratis.

DR. HUNTER'S RED DROPS—THE ONLY thing on earth that will really cure certain diseases without injury to the constitution; all others dry it in the blood. $1 per vial. No. 3 Division-st., since 1834.

WHEN YOUTHFUL FOLLY INDUCES impotency, Dr. KENNEDY'S Invigorator produces instant restoration of animal functions. 191 Stanton-st.

LADIES' DERANGEMENTS CURED BY the French Compound-like Magic. Sealed, by mail. Consult, or address Dr. POWERS, No. 191 Stanton-st.

A CURE AT ONE INTERVIEW FOR married ladies, by Dr. POWERS. Office, 191 Stanton-st.; his Periodical Compound guaranteed effectual.

LADIES CAN ALWAYS RELY ON DR. POWERS' Unfailing French Periodical Compound and Pills; one interview sufficient. Office 191 Stanton-st.

Z—DO AS IN PARIS—EVERY LADY HER own doctor. Full instructions confidentially given to ladies on receipt of $5. No Parisian lady needs a doctor. Address D. STEVENS, No. 480 West 22d-st.

WHY IS IT THAT DR. GRINDLE makes such remarkable cures of special diseases? Because Dr. GRINDLE is an educated physician, thoroughly understanding anatomy, physiology and the pathology of the disease.

SITUATIONS WANTED.

FEMALES.

WANTED—A SITUATION BY A COMPETENT young woman as cook; understands all kinds of desserts, bread, biscuit, &c.; willing to assist with the washing, if required; no objection to the country; best City reference. Apply for two days at No. 384 Bowery, second floor.

WANTED—A SITUATION BY AN AMERICAN Protestant woman; is a good cook, washer and ironer; capable and willing; for City or country. Can be seen at the oldest American Employment Association, No. 106 6th-av., between 8th and 9th sts.

WANTED—A SITUATION BY A COMPETENT English woman as first-class cook; understands American and French cooking in all its branches; is an excellent baker; good reference. Apply at No. 384 Bowery, second floor.

WANTED—A SITUATION FOR A GERMAN girl to do general housework; best of reference. Apply at Mrs. LOWE'S German Institute, No. 17 Stanton-st., near Christie, between Bowery and Christie-st.

WANTED—A SITUATION BY A RESPECTABLE young woman, to take care of children and do plain sewing, in a private family or boarding-house. Can be seen, till engaged, at No. 344 East 23d-st., between 1st and 2d avs., fourth floor.

WANTED—A SITUATION BY A YOUNG Scotch woman as a first-class nurse, or would do upstairs work and assist with the washing. Apply to Mrs. THOMAS, Sanders', No. 45 3d-av.

WANTED—A SITUATION BY A YOUNG WOMAN as chambermaid and waitress; would go a short distance in the country. Can be seen for two days at No. 209 West 40th-st., near 7th-av.

WANTED—BY A PROTESTANT WOMAN, A situation as cook and housekeeper, where a kitchen maid is kept; good reference. Address A. B., Peekskill Post-office.

WANTED—A SITUATION BY A GOOD GERMAN girl to do general housework. Apply at No. 224 Chrystie-st., between Stanton and Houston sts., near the Bowery.

WANTED—A SITUATION BY A YOUNG WOMAN as first-class waitress, or as chambermaid and waitress; no objection to the country; has the best of City reference from her last place. Call at 384 Bowery.

GOOD SERVANTS, GERMAN GIRLS, &C., ready for City and country, for families, hotels, boarding-houses, &c., immediately, at the large and oldest American Employment House, No. 106 6th-av., between 8th and 9th sts. Wages, &c., to suit the times.

MALES.

WANTED—A SITUATION AS BREWER BY an Englishman; eight years' experience in Canada; thoroughly understands his business, including porter, East India pale ale and malting; the highest references given. Address BREWER, Canton of Chambly, Montreal, C. E.

WANTED—A SITUATION BY A COACHMAN and gardener, with three years reference from former employer; can milk; fully understands the care of a gentleman's place; will work for moderate wages. Can be seen at No. 121 Nassau-st., Room No. 13, for two days.

WANTED—A SITUATION BY A FIRST-CLASS coachman and gardener; can milk; understands the care of horses and a gentleman's place thoroughly, and can give the best of references. Call or address PAUL, No. 81 Nassau-st., office No. 3.

WANTED—A SITUATION BY A YOUNG GERMAN as coachman or gardener; has good references and thoroughly understands his business. Apply at No. 153 Christie-st.

WANTED—A SITUATION AS COACHMAN BY a colored man; City reference given. Address COACHMAN, Box No. 192 *Times* Office.

THE ADVERTISER, AN AMERICAN, is in need of employment; is a good scholar; would assist at any mercantile or mechanical business, or anything that offers. Address J. L. H., Box No. 117 *Times* Office.

ALL WANTING CLERKS, SALESMEN, porters, watchmen, coachmen, grooms, bar-tenders, waiters, footmen, and every description of male help supplied, free of charge. HEALY, No. 534 Broadway.

HELP WANTED.

WANTED—ENERGETIC MEN OF GOOD ADdress to sell our beautiful chromo lithographic portraits of the eminent men of America, comprising twenty different portraits, in oil colors; men are making from $10 to $20 per day.
Apply to LYON & Co., No. 277 Hudson-st.

WANTED—TO GO TO STATEN ISLAND, A first-class laundress; a smart, active girl, with best City references. Apply to Mrs. WESLEY, No. 107 4th-av.

WANTED—A HOUSEKEEPER FROM THE country to take charge of domestic duties at a country place. Address O. M., Box No. 147 *Times* Office.

WANTED—TWO BALLET GIRLS FOR A new business. Apply at No. 97 6th-av., third floor, front room, from 8 A. M. to 12, and from 1 to 5 P. M.

SUMMER RESORTS.

DUNBARTON HOUSE, OCEANPORT NEAR LONG BRANCH, N. J.—This delightful and favorite Summer resort, (newly furnished throughout,) is open for the reception of guests; as there is no bar, all the quiet of a private family is secured the guests; table first-class; stabling attached; stages daily to ocean. For board apply on the premises, or to M. DOWNS, No. 76 5th-av.

RATES OF POSTAGE TO FOREIGN countries may be had, free, by calling on GEO. P. ROWELL & CO., Advertising Agents, No. 40 Park-row, New-York.

CITY REAL ESTATE.

HOUSES FOR SALE BY A. JOURNEAY, No. 1 Pine-st.:
WEST 23D-ST.—Four-story, high-stoop, brick, including elegant mirrors $30,000
WEST 23D-ST.—Three-story, h s, bk 27,000
WEST 26TH-ST.—Three-story, h s, bk 20,000
WEST 36TH-ST.—Three-story, h s, brown stone 15,500
WEST 38TH-ST.—Three-story, h s, b s 19,000
WEST 38TH-ST.—Four-story, h s, b s 23,000
WEST 42D-ST.—Four-story, h s, b s 42,000
WEST 46TH-ST.—Four-story, h s, b s 37,500
WEST 47TH-ST.—Four-story, h s, bk 14,000
WEST 47TH-ST.—Three-story, h s, b s 25,000
WEST 50TH-ST.—Three-story, h s, b s 16,000
WEST 51ST-ST.—Three-story, h s, bk 16,000
WEST 51ST-ST.—Three-story, h s, b s 25,000
WEST 51ST-ST.—Four-story, h s, b s 26,000
WEST 9TH-ST.—Four-story, h s, E b, bk, ex width 30,000
EAST 19TH-ST.—Three-story, h s, b s 25,000
EAST 49TH-ST.—Four-story, h s, b s 40,000
EAST 49TH-ST.—Four-story, E b, b s 30,000
LEXINGTON-AV.—Three-story, h s, b s 20,000
MADISON-AV.—Four-story, h s, b s 38,000
Also a large number of other houses, variously located.

HOUSES FOR SALE AND TO LET—LOTS for sale, near the Grand Boulevard, and on the different avenues; rents collected. GILBERT & CO., No. 963 2d-av., and No. 71 Broadway.

BROOKLYN REAL ESTATE.

FOR SALE IN BROOKLYN—THE ELEGANT new three-story brown-stone French roof dwelling, No. 131 President-st., near Clinton, in excellent order and replete with all the modern improvements. Price $17,000. Apply to CHAS. A. MEIGS & SON, No. 50 Exchange-place, New-York.

COUNTRY REAL ESTATE.

FOR SALE—A COUNTRY SEAT AND FARM of 40 acres in Westchester County, one hour's ride from New-York by the New-Haven Railroad; beautifully situated in a perfectly healthy region, on an eminence commanding the most extensive and charming land and water view to be found in the vicinity of New-York; grounds laid out by a superior landscape gardener, and plentifully stocked with fruit and ornamental trees, land in excellent condition; improvements first-class. Price from $25,000 to ——, according to amount of land; terms easy. Address X. C. G., Box No. 1,753 Post-office.

COUNTRY SEAT AT RED BANK, N. J. —Seven miles from Long Branch; five minutes' walk from steamboat and cars; twenty-five miles from City; elegant house and outbuildings, grounds beautifully arranged; this is one of the most desirable places in the vicinity of New-York, being very healthy and free from mosquitoes or any other nuisance; price $10,500, half cash. For full particulars apply to WALTER, PRATT & Co., No. 25 Chambers-st.

ATTENTION!—ALL WANTING FARMS, fruit lands, village lots and water powers. For sale at Bricksburgh, Ocean County, N. J., 44 miles from New-York City, on railroad to Philadelphia; soil superior for all crops, country rolling, climate proverbially healthy; no fever and ague; water soft and pure; $25 per acre and upward; terms easy. For circulars, &c., address ROBT. CAMPBELL, No. 153 Broadway, N. Y., or V. S. HOLT, Bricksburgh, Ocean County, N. J.

FOR SALE OR EXCHANGE—A PLEASANT house of 10 rooms, furnished or unfurnished, 40x40, near Hackensack, N. J., with about 1½ acres of land; house and ground well arranged; healthy locality and pleasant surroundings; possession about 1st October; price, furnished, $10,000; unfurnished, $9,000. Apply to WM. L. TAYLOR, No. 17 Wall-st.

FOR SALE OR TO RENT—FURNISHED, AT Morristown, N. J., a country seat of four acres; good house, 10 rooms, carriage and ice houses, &c.; excellent garden, plenty of fruit and shade; location beautiful and healthy; possession at once. Apply to SAMUEL EDDY, on premises.

A BEAUTIFUL COUNTRY RESIDENCE of five acres, carriage-house, stables, &c., one hour from Wall-street, in perfect order, gas, &c., 1¼ miles from Harlem Bridge, near the water, in Westchester County; price $25,000. Apply to W. J. HARRIS, Continental National Bank.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by BLACKWELL & SMITH, No. 243 Broadway, New-York, 9 to 11 A. M.; Orange, corner Main and Cone sts., 1 to 5 P. M.

TO LET.

FOR RENT—AT NEW-BRUNSWICK, N. J., for one year from Sept. 1, a double house, furnished, in a most desirable location, five minutes' walk from the depot, with fine garden and plenty of fruit. Price $1,500. Inquire on the premises, No. 47 Bayard-st., or of Mr. WARREN HARDENBERGH, New-Brunswick, N. J.

FURNISHED HOUSE ON MURRAY Hill to let, one of the most desirable locations in this City. The four-story brown-stone front house No. 135 East 36th-st., corner Lexington-av.; house and furniture in perfect order; rent $400 per month. Inquire on the premises, from 2 to 5 P. M.

TO LET—FOR SIX OR EIGHTEEN MONTHS, A neat country residence, fine garden, fruit and berries, at Rye Neck, three quarters of a mile from Mamaroneck Depot; location high and healthy; view of the Sound; will be sold; price $8,000; rent $800. Inquire of P. S. BROWN, No. 27 3d-av., corner 9th-st.

TO LET—WITH STEAM POWER, THE BASEment, second, fifth and sixth floors of the new and substantial brick building, Nos. 112 and 114 Wooster-st., 50x100 feet; well lighted; suitable for any manufacturing business. Apply to BRUNER & MOORE, Nos. 75 and 77 King-st.

TO LET—TILL 1ST MAY, 1869, A BEAUTIFUL and commodious brick house, with six lots, near the depot at Tarrytown, suitable for Summer or Winter; fine views inland and of the bay. Inquire of JOHN BISSELL, Commissioner for all the States, No. 180 Broadway, next Howard Hotel.

TO LET—A HIGH-STOOP FOUR-STORY AND basement house, all modern improvements, one block from Central Park. Large garden, with fruit and shade trees. Inquire on the premises, 58th-st., fourth house from 8th-av.

TO LET—THE BEAUTIFUL HOUSE AND grounds, (75 acres,) late of F. W. Edmonds, Esq., half a mile from Bronxville Depot on Harlem Railroad, and near to depot on New-Haven Railroad. Inquire of GEORGE B. BUTLER, at A. T. Stewart & Co.'s.

DESK ROOM—IN HANDSOME, LIGHT, airy offices, second floor, No. 25 Chambers-st.; very low if taken immediately. THORNDIKE SAUNDERS, Rooms Nos. 6 and 7.

TO LET—NO. 247 84TH-ST., BETWEEN 2D AND 3d avs., a desirable brown-stone house, (row of ten) in complete order; possession immediately. Apply at premises.

TO LEASE—ONE OF THE MOST ELEGANT houses on Gramercy-square, 20th-st., in perfect order from cellar to garret; rent $550 per month.
VAN ZANDT BROS., No. 56 Wall-st.

FURNISHED HOUSE TO LET—ON 18TH-st., near Irving-place; now ready for immediate occupation; to 1st May; rent $300 per month.
VAN ZANDT BROS., No. 56 Wall-st.

NO. 1,179 BROADWAY.—FIRST FLOOR TO let, consisting of two parlors, extension room, two bedrooms, gas, bath, hot and cold water, near 28th-st.

FOUR LOTS ON 49TH-ST., NEAR 5TH-av., to lease for 84 years, on very favorable terms. JACOB SHARPE, No. 24 Pine-st.

HOUSES & ROOMS WANTED.

WANTED IN BROOKLYN A FIRST CLASS house, three or four story, with all the modern improvements; must be in a good location and from 22 to 25 feet front. Apply to ALBERT H. NICOLAY, No. 43 Pine-st., New-York.

WANTED—BY A GENTLEMAN AND WIFE the second floor, furnished, in a private house; location between 14th-st. and 30th-st. and Madison and 6th avs.; references given and required. Address C. B. S., Box No. 466 Post-office.

REAL ESTATE OFFICE OF JACOB SHARPE, NO. 24 PINE-ST.—Wanted to purchase, three and four-story houses; also furnished and unfurnished houses to let. Parties having the above please call. Money to loan on bond and mortgage.

WANTED—TO BUY OR HIRE A GOOD HOUSE, on or near 5th-av. Address Box N, Box No. 1,667, New-York Post-office.

WANTED—TWO ROOMS AS STUDIOS FOR William Page, the painter. Address C. B. ELLIMAN, No. 34½ Pine-st., stating size and location.

WANTED—TO HIRE BY A GENTLEMAN and his wife, a house between 4th and 6th avs. Address, stating terms, Box No. 881 Post-office

BOARDING AND LODGING.

BOARD WANTED—BY A GENTLEMAN AND wife of respectability; not above 42d-st.; private family preferred; require two rooms connecting; price to be about $200 per month; first-class reference given and required. Answers, with particulars, solicited from parties having good accommodations, and who reside in a good locality. Address W. W., Box No. 5,044 Post-office.

WANTED—BOARD BY A GENTLEMAN AND wife in a small quiet family where there are no other boarders, with a back room on first or second floor, facing east, west or south, up town, west of 3d-av. state terms, and near what avenue, east or west. Address LENOX, Box No. 162 *Times* Office; references exchanged.

A GENTLEMAN AND WIFE OR TWO ladies can obtain board in a private family within one hour's sail from the City by steamboat every hour, and by car every five minutes; location on the Harlem River. Address T., Box No. 160 *Times* Office.

A PRIVATE FAMILY DESIRE TO RENT with board a suite of rooms elegantly furnished, on second-floor, to a first-class family; location 32d-st., near 5th-av.; references exchanged. Address M. L. C., Station G.

BOARD ON MURRAY HILL, BETWEEN 5th and 6th avs. The entire second floor, elegantly furnished; unexceptional references given and required. Address W., Box No. 2112 New-York Post-office.

BOARDING—AT NO. 416 WEST 28TH-ST., NEAR 9th-av.; large front and back rooms for gentlemen and wives, or single gentlemen, with good board. Terms moderate.

GENTLEMEN AND THEIR WIVES, also single gentlemen, can find handsome rooms, with first-class table, at No. 42 East 21st-st. References exchanged.

NICELY FURNISHED ROOMS, EITHER singly or in suites, for gentlemen, without board, can be had at No. 15 University-place. References required.

WANTED—PERMANENT BOARD FROM Sept. 15 for a gentleman and wife in a strictly private family; references required. Address, stating location and terms, WINTER, Box No. 124 *Times* Office.

AT NO. 12 EAST SIXTEENTH-ST., BETWEEN 5th-av. and Broadway, a handsomely furnished suite of rooms on second floor; also, single rooms on fourth floor, to gentlemen only.

BOARDING.—ELEGANT ROOMS ON SECOND and third floors can now be had at No. 147 West 14th-st. References exchanged.

BOARDING.—ELEGANT SUITES OF ROOMS for a family, first-class board, at No. 15 West 20th-st.

COUNTRY BOARD.

BOARD CAN BE OBTAINED IN A private family at Fairfield, Conn.; distance 50 miles from New-York via New-York and New-Haven Railroad; for gentlemen and wives, or a family of five or six; good board and accommodations. Apply to
WATERS & THORP, No. 14 John-st.

A FEW BOARDERS TAKEN IN THE suburbs of [illegible]. Address S. S., Jersey City Post-office; references exchanged.

INSTRUCTION.

NORTH GRANVILLE LADIES' SEMINARY.
REV. CHARLES F. DOWD, A. M., Principal.
W. WEDWORTH DOWD, A. B., Associate Principal.
For courses of instruction and lectures and for expenses send for catalogue. Next year begins Sept. 10.
The Principal may be consulted at the Metropolitan Hotel on Wednesday, Thursday and Friday, Aug. 28, 29 and 30, between the hours of 10 A. M. and 3 P. M.
HENRY M. DOWD, Agent.
NORTH GRANVILLE, N. Y., July 23, 1867.

SCHOOL OF MINES, COLUMBIA COLLEGE.
Instruction in Mining, Engineering, Metallurgy, Assaying, Analytical Chemistry, &c.
Reopens Oct. 7. Examination for degree of Engineer of Mines, Oct. 3. For catalogues and requirements for admission apply to C. F. CHANDLER,
Dean of Faculty, East 49th-st., New-York.

MISS ARMSTRONG'S
FRENCH AND ENGLISH
BOARDING AND DAY SCHOOL FOR YOUNG LADIES, No. 25 East 21st-st., old No. 32,
will reopen THURSDAY, Sept. 19.
Miss A. will be at home on and after Sept. 1. All letters addressed as above will be promptly attended to.

MRS. MACAULAY'S
FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
Nos. 251 and 253 Madison-av.,
will reopen on MONDAY, Sept. 23.
Mrs. Macaulay will be in the City from Sept. 5 until that date.
Address by letter as above.

MADAME C. MEARS,
No. 202 MADISON-AVENUE,
will reopen her
FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES.
Friday, September 20. Madame M. will be at home after Sept. 9. Until then, all letters addressed as above will be promptly attended to.

MORRIS FEMALE INSTITUTE,
MORRISTOWN, N. J.
A Select Family Boarding School.
* * * "This Institution has already taken a high stand for the safe, thorough, and accomplished education of its pupils." For circulars, address
C. G. HAZELTINE, A. M., Principal.

COLUMBIA COLLEGE LAW SCHOOL.
The tenth annual term of this institution will commence at No. 37 Lafayette-place, New-York, on WEDNESDAY, Oct. 2, and will continue until May 14, 1868. Graduates are admitted to the New-York Bar.
For catalogues containing fuller information address
THEODORE W. DWIGHT, Warden, &c.

MRS. OGDEN HOFFMAN'S
English and French Boarding and Day School for Young Ladies, No. 17 West 38th-st., New-York, will reopen on
THURSDAY, Sept. 19.
Address, until Sept. 15, Lenox, Mass., or as above.

YOUNG LADIES' INSTITUTE,
at Maplewood, Pittsfield, Mass. One of the oldest and most successful schools in the country, widely known for its superior facilities and splendid location. Commences its Fall session Sept. 19, 1867.
C. V. SPEAR, Principal.

MRS. SYLVANUS REED'S
French and English Boarding and Day School for Young Ladies, No. 101 East 38th-st., corner Park-av., will be reopened the 20th of September. Mrs. Reed's address is at Luzerne, N. Y., or as above.

MRS. JOHN W. BLIGH
Will reopen on MONDAY, Sept. 23,
HER ENGLISH AND FRENCH SEMINARY FOR YOUNG LADIES,
No. 48 West 17th-st., New-York.

MRS. WM. STUART APPLETON,
RYE, WESTCHESTER COUNTY, N. Y.
English and French Boarding and Day School for Young Ladies, will open Monday, Sept. 16.
Address for circulars, Rye, New-York.

MISS COMSTOCK'S
LIMITED BOARDING AND DAY SCHOOL,
No. 7 EAST 27TH-ST.,
Will reopen on 20th September. Boarding pupils limited to six.

PARKER ACADEMY,
A Family School for Boys, Woodbury, Litchfield Co., Conn. Preparation for College, West Point, Naval School or Business. Address Rev. ALONZO NORTON LEWIS, A. M., Principal.
Mr. Lewis may be seen at the Union Place Hotel till Aug. 28.

MRS. WILLIAMES'
English and French Boarding and Day School, No. 26 West 39th-st., will reopen THURSDAY, Sept. 19. Letters addressed as above.

HUDSON RIVER INSTITUTE, CLAVERACK, Columbia County, New-York.—Eighteen instructors, eight departments, $300 a year. No extras, except piano music. Term opens Sept. 9. Lewis' gymnastics for ladies; military drill for gents. Every facility for the very best Christian education.
REV. ALONZO FLACK, A. M., Principal.

AN ENGLISH AND FRENCH BOARDING-school for ten young ladies will be opened, Sept. 19, AT FISHKILL, ON THE HUDSON, N. Y. A thorough course of instruction will be combined with the comforts of a home, at moderate prices. A French lady, an experienced teacher, will reside in the family. Location pleasant, healthy and convenient to railroad depot and telegraph office. For circulars address Mrs. M. D. HALL. All trains stop at this station.

JOHN MACMULLEN'S CLASSICAL, French, English and Primary School, at No. 900 Broadway, corner of 20th-st., will be reopened on MONDAY, Sept. 16. A few boarders taken into the family of the Principal at Washington Heights. Families coming late to town may have their sons boarded for a few weeks. Circulars at the bookstore, No. 911 Broadway, and at the school, cor. Broadway and 20th-st.

BEDFORD FEMALE INSTITUTE, IN charge of Mr. and Mrs. R. BOLTON, a family school for girls of all ages, will reopen on WEDNESDAY, Sept. 25. Terms $250 per year. Circulars can be had of Mr. J. M. BATES, No. 118 Broadway; of J. M. RANKIN, No. 152 Broadway, or address the Principal.

CASTLERIDGE SEMINARY, MIDDLETOWN, Orange County, N. Y., an English and French Boarding-school for young ladies. The Fall Term of this institution will reopen the first MONDAY in September. For circulars, address the Principal, Mrs. M. L. READ.

BOARDING SCHOOL.—TEN BOYS ARE taken into the family of the subscriber, at the old Academy, where they receive, with the care of a home, the most thorough discipline of a school. Next session, Sept. 4. For references, &c., send for circular to
A. P. MARBLE, Worcester, Mass.

CIVIL AND MINING ENGINEERING AT the Rensselaer Polytechnic Institute, Troy, N. Y. Instruction very thorough. Graduates obtain most desirable positions. Reopens Sept. 11. For the Annual Register, containing full information, apply to
Prof. CHARLES DROWNE, Director, Troy, N. Y.

POUGHKEEPSIE FEMALE COLLEGIATE INSTITUTE—Offering a complete English course; most competent instruction in painting, drawing, music, ancient and modern languages. Opens Sept. 11. Send for catalogue.
Rev. C. D. RICE, Principal.

ELMIRA FEMALE COLLEGE.—A SUPErior institution for advanced students; none admitted under 14 years of age; advantages of a regular College and a Christian home united; expenses very moderate. Address Rev. A. W. COWLES, D. D., President.

MISS BRACE'S ENGLISH AND FRENCH Boarding and Day School for young ladies will reopen Sept. 13, 1867, at Nos. 38 and 40 Elm-st., New-Haven, Conn. Address Circular-street House, Saratoga, till Sept. 1, after which time Miss B. can be seen at her residence in New-Haven.

ENGLEWOOD INSTITUTE—AN ENGLISH AND FRENCH BOARDING AND DAY-SCHOOL FOR YOUNG LADIES, Englewood, Bergen County, N. J.—Fall term commences Sept. 12. For circulars or information apply to Revs. T. G. and E. WALL, Principals.

THE MISSES HOWLAND'S ENGLISH and French Boarding and Day School for Young Ladies and Children, No. 22 East 35th-st., will reopen on MONDAY, Sept. 23. Miss H. will be at home on and after Sept. 12. Until then address by letter as above.

PREPARATORY FRENCH AND ENGLISH Boarding-School up town for boys aged from 6 to 12, conducted by a lady, assisted by Professors. References, Bishop Potter and others. Circulars at ROE LOCKWOOD'S, No. 411 Broadway.

A SELECT SCHOOL FOR A LIMITED number of young ladies, three miles from New-York. Term begins Sept. 2. Apply for particulars to Mrs. W. TOWNSEND FORD, Box No. 2,169 New-York Post-office.

PROFESSOR AND MRS. O. P. HUBBARD'S English and French Boarding and Day School for young ladies, at Grove Hall, New-Haven, Conn., will reopen Sept. 19. Address HANOVER, N. H., till Sept. 1. Circulars sent on application.

POUGHKEEPSIE (N. Y.) MILITARY INSTITUTE, opens Sept. 3.—Boys of all ages fitted for business or College, or for West Point. For circulars containing list of patrons, to all of whom reference is made, address C. B. WARRING, A. M., Principal.

THE MISSES BUCKNALL'S ENGLISH and French Boarding School for Young Ladies, College-av., New-Brunswick, N. J. A native French teacher resides in the family. The Fall Term will commence Sept. 17.

MOUNTAIN-VIEW ACADEMY—HIGHland Falls, N. Y., 1¾ miles South of West Point. Healthy location; fine scenery; a well-disciplined and thorough school. For circulars, address G. H. CARSWELL, Principal.

GARDNER INSTITUTE.—ENGLISH AND French Boarding and Day School for young ladies, No. 34 West 32d-st., New-York, will reopen Sept. 17.
REV. and MRS. C. H. GARDNER, Principals.

UNION HALL, JAMAICA, L. I.—THE FEmale Department commences its fifty-first year Sept. 17. Catalogues sent on application.
MISS H. M. G. STEVENS, Principal.

MISS MEEKER'S FRENCH AND ENGLISH boarding and day school for young ladies, No. 32 West 40th-st., will reopen on TUESDAY, Sept. 17. Miss MEEKER will be at home after Sept. 1.

MISS E. J. MACKIE'S BOARDING AND Day School for young ladies will reopen at Newburgh, N. Y., Sept. 12. For circulars, terms, &c., address the Principal, Astoria, L. I.

MISS AIKEN'S SEMINARY, STAMFORD, CONN.—The school year commences Sept. 12.
For catalogue, containing full particulars, apply to D. APPLETON & CO., No. 443 Broadway, New-York, or to the Principal.

HOBART HALL, NO. 38 WEST 38TH-ST.—English and French Boarding and Day School for young ladies. Fifteenth session begins MONDAY, Sept. 23. Address the Rector, J. J. ELMENDORF, D. D.

MOHEGAN LAKE SCHOOL, FOUR MILES from Peekskill, New-York, opens Sept. 10. CHARLES D. MORRIS, M. A., late Fellow of Oriel College, Oxford, Principal.

MR. VAN NORMAN'S ENGLISH AND French Boarding and Day School for young ladies, No. 5 West 38th-st., New-York, will reopen Sept. 26; for full information see circular. Address as above.

THE MISSES ROBERTSON FAMILY SCHOOL, Cromwell, three miles from Middletown, Conn., will reopen Wednesday, Sept. 11. For circulars, address MISS ROBERTSON, Cromwell, Conn.

ORANGE PRIORY, ORANGE, N. J.—A Family Boarding School for young ladies and children. Number of pupils limited. For prospectus address S. H. GALE, Orange, N. J.

IRVING INSTITUTE, TARRYTOWN, N. Y.—A boarding-school for boys. The next school year will commence Sept. 2, 1867. For circulars, apply to D. S. ROWE, M. A., Principal.

MME. DUREN'S FRENCH AND ENGLISH Boarding and Day School, No. 143 Columbia-st., Brooklyn Heights, will be reopened on MONDAY, Sept. 16.

HOME SCHOOL FOR YOUNG LADIES, Reading, Berks Co., Penn. Address Miss E. F. GORDON.

MAPLE HALL FEMALE SEMINARY, JAMAICA, L. I., opens Sept. 2. F. A. ANDREU, Principal.

INSTRUCTION.

COLUMBIA GRAMMAR SCHOOL—NOS. 327 AND 329 4TH-AV., NEW-YORK. REOPENS MONDAY, SEPT. 16. Rev. GEO. W. BACON, M. D., LL. B., Principal. Dr. RICHARD S. BACON, LL. B., Vice-Principal. There are three departments—Classical, Commercial and Preparatory. Young men prepared for college, business, West Point, Naval Academy or Mining School. Modern languages under charge of experienced instructors. There are no extra charges. Circulars at the bookstores.

VASSAR COLLEGE,
POUGHKEEPSIE, N. Y.,
Commences its next year Sept. 19, 1867. The examinations of candidates for admission will begin on the 18th of September, and continue through the week.
As the Trustees have appropriated some of the most desirable rooms in the Professors' houses to the students, about fifty additional students can now be well accommodated. Early applicants will be admitted first if qualified.
Circulars, containing all information in regard to conditions of admission, courses of study, educational advantages, expenses, &c., may be had by applying to Mr. JAMES N. SCHOU, Registrar Vassar College, Poughkeepsie, N. Y. JOHN H. RAYMOND, President.

MISS HAINES
AND
MADEMOISELLE DE JANON
Respectfully inform their friends and the public that their ENGLISH and FRENCH SCHOOL for young ladies and children,
NO. 10 GRAMERCY PARK,
will reopen THURSDAY, SEPTEMBER 19.
All letters addressed to No. 10 Gramercy Park, will receive prompt attention.

MRS. LEVERETT'S
FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
NO. 32 WEST 18TH-ST.,
will re-open on Monday, Sept. 23. Applications may be made personally, or by letter, to Mrs. L. at the above address.

BOARDING AND DAY SCHOOL
FOR YOUNG LADIES,
No. 238 East 13th st.
This school, heretofore Misses Aubert's, will reopen Sept. 19, under the direction of Miss M. G. REYNS.
Prof. E. AUBERT gives his instructions as formerly.

WENTWORTH INSTITUTE.
SCHOOL FOR YOUNG LADIES,
White Plains, N. Y.
MRS. S. A. STELWAGON, Principal.

ROCKLAND FEMALE INSTITUTE,
NYACK, ON THE HUDSON, N. Y.—The next academic year of this Seminary for the complete education of young ladies, including a thorough English Course, Music, Painting and Drawing, French, German, Spanish, Italian, Latin, Parlor Gymnastics, Horsemanship, &c., will commence on THURSDAY, Sept. 12. For admission, or circulars, with full particulars, address Rev. L. DELOS MANSFIELD, A. M., Principal.

MISS JAUDON'S
English and French Day School for Young Ladies and Children, No. 56 7th-av., will open THURSDAY, Sept. 19. Miss JAUDON will be at home after Sept. 3. Until then all letters addressed to Princeton, Mass., will receive prompt attention.

BROOKLYN HEIGHTS SEMINARY,
Nos. 86, 88 and 90 Montague-st., Brooklyn, New-York. This English and French Day and Boarding School for young ladies will reopen on MONDAY, Sept. 16. For board and tuition apply to CHARLES E. WEST, LL. D., Principal and proprietor.

MR. G. W. C. NOBLE'S
Classical School, at No. 40 Winter-street, Boston, will reopen Sept. 9. References, Dr. C. R. Agnew, Frank Moore, Esq. Circulars at Messrs. Pott & Amery's, No. 5 Cooper Union. Address G. W. C. NOBLE, Cambridge, Mass.

YONKERS MILITARY INSTITUTE
Reopens Sept. 2. Address
BENJAMIN MASON, Box No. 208 Yonkers, N. Y.

MLLE. ROSTAN'S SELECT FRENCH AND ENGLISH PROTESTANT SCHOOL FOR YOUNG LADIES, No. 111 East 36th-st., first house below Park-av., will be reopened on TUESDAY, the 24th of September next. The course of instruction is thorough and systematic, and designed to combine a finished English education with the practical knowledge of the French and other modern languages. Superior advantages are also offered in music, drawing and painting, and all the classes are under the care of accomplished professors and teachers.
Mlle. ROSTAN will be home after Sept. 1 to receive applications personally till then. All communications to be directed to the above address.

RIVERVIEW MILITARY ACADEMY, POUGHKEEPSIE, N. Y.—Location healthy; scenery unequalled; building convenient; teachers highly educated, earnest working-men; system of order unsurpassed. A wide-awake thorough-going school for boys wishing to be trained for business, for college, or for West Point or the Naval Academy. For circulars address OTIS BISBEE, A. M., Principal and Proprietor.

UNIVERSITY OF NEW-YORK—LAW DEPARTMENT—The annual session opens Oct. 1. The full course is two years. Students properly prepared may enter the second year. Graduates are admitted members of the Bar in New-York. For further information apply to the subscriber, University, Washington-square, New-York City.
JOHN NORTON POMEROY, Dean, &c.

HARLEM COLLEGIATE INSTITUTE—French and English school for young ladies and children, will open Sept. 17, 127th-st., between 5th and 6th avs. A few boarders received in the family of the Principal, where the French language is constantly spoken.
E. FISTON, A. M., and Miss PICKERSGILL, Principals.

ORANGE, N. J.—A YOUNG FRENCH PROTestant lady, lately arrived from France, where she finished her course of studies, and residing with her parents in Orange, is prepared to receive a limited number of children and young ladies from six to fourteen years of age as boarding pupils; home comforts joined with French instruction, are the advantages offered. Address ORANGE, Box No. 147 *Times* Office.

MRS. GASKIN'S BOARDING AND DAY SCHOOL for young ladies, Huntington, L. I., will open on the SECOND MONDAY of September. Terms for board and tuition in English, $260 per annum; languages, music, drawing and painting at the usual rates. Circulars may be obtained at GOUPIL'S, No. 772 Broadway, or by addressing as above.

DREW LADIES' SEMINARY, CARMEL, PUTNAM COUNTY, N. Y.—Fall session of nineteen weeks begins Aug. 15. Location beautiful and healthful; building elegant; rooms large and neatly furnished. Educational advantages in all departments of a high order; number of boarders limited to sixty. For rooms or circulars apply to the Principal, GEO. C. SMITH.

FRANCO-AMERICAN INSTITUTE—FOR young gentlemen, No. 37 West 33d-st. Prof. E. FEZANDIE will reopen his school at the above address, on Sept. 17. Can be seen from the 1st, between 3 and 5 o'clock. Complete primary, commercial, scientific and classical instruction; modern languages. Circulars at Christern's, No. 863 Broadway.

TROY FEMALE SEMINARY.—THIS INstitution offers the accumulated advantages of over fifty years of successful operation.
Every facility is provided for a thorough course of useful and ornamental education, under the direction of a corps of more than twenty professors and teachers.
For circulars apply to JOHN H. WILLARD, Troy, N.Y.

LESPINASSE FRENCH INSTITUTE, Washington Heights, reopens Sept. 16. Boarders admitted after the 1st. French, (the language of the school,) English, Spanish, German, Classics. Graduating course for surveying and business. Circulars—Broadway, Nos. 183, 913, drug-stores; 701, music-store.

MISS HAVEN'S FRENCH AND ENGLISH Boarding and Day School for Young Ladies, No. 250 Madison-av., will reopen Sept. 20. Circulars may be obtained at the leading bookstores and at her residence. Applications for the admission of pupils will receive immediate attention.

BOOK-KEEPING, WRITING, ARITHMETIC, &c., FOR BUSINESS.—Messrs. DOLBEAR, No. 609 Broadway, teach book-keeping and arithmetic practically; they also remove stiffness, cramping or trembling, and make elegant business penmen. Open day and evening.

SEWARD INSTITUTE.—HON. WM. H. SEWARD, President. Fall Term commencing Sept. 9. Twenty-five young ladies received as boarders. Board and tuition $150 per term of twenty weeks. For circulars address Miss MARY E. HOTCHKISS, Florida, Orange Country, N. Y.

HOME SCHOOL FOR 12 YOUNG BOYS—ENVIRONS OF HARTFORD, CONN.—REV. CHARLES E. ABBOTT, (lately of Springside, Pittsfield, Mass.,) Principal. The Winter term will begin Oct. 1.

ROSE HILL FAMILY SCHOOL FOR girls, from the age of 7 to 16 years; number limited to twelve. For circulars apply to the Principal, Mr. C. M. WHITE, Box No. 19, Danbury, Conn., or to W. H. BURR, No. 229 Fulton-st., New-York.

GRAMMAR-SCHOOL OF NEW-YORK UNIVERSITY, with Commercial, Primary and French Departments. Prepares for college, business, West Point. Opens Sept. 9. Circulars at University, Washington-square.

HOME INSTITUTE—TARRYTOWN, N. Y.—A Boarding and Day School for Young Ladies, will reopen Sept. 11, 1867. For circulars address Miss M. METCALF, Principal.

CLAREMONT SEMINARY FOR YOUNG LADIES, BERGEN HEIGHTS, N. J.—Our fourth year opens WEDNESDAY, Sept. 11, 1867.
Rev. S. H. BATTIN, A. M., Principal.

ST. MARY'S HALL, FLUSHING, L. I.—An Episcopal Boarding School for twelve young ladies; winter term opens September 4.
REV. THOMAS DRUMM, M. D., Rector.

MILITARY AND COMMERCIAL ACADEMY, Nyack, Rockland County, N. Y., reopens on MONDAY, Sept. 2. For circulars address C. RUTHERFORD, A. M., Principal.

NEWBURGH INSTITUTE, SEMINARY Hill, Newburgh, N. Y., English, French, and classical boarding-school for boys reopens Sept. 11. For circulars address HENRY W. SIGLAR, Principal.

MISS BEAN'S FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES, No 110 West 42d-st., reopens MONDAY, Sept. 23.

THE MISSES MARSHALL'S SCHOOL for young ladies, No. 250 West 38th-st., between 7th and 8th avs., will reopen on MONDAY, Sept. 16.

KINDERGARTEN SCHOOLS—FOR BOYS 688 6th-av., bet. 39th and 40th sts.; for girls 66 West 36th-st.; reopen Sept. 16. Address E. M. COE

NO. 261 WEST 37TH-ST.—THE MISSES PALACHE will reopen their English and French boarding and day school on MONDAY, Sept. 9.

THE CHILTON HILL BOARDING SCHOOL FOR BOYS, Elizabeth, N. J., will reopen Sept. 9. J. YOUNG, Principal.

MISS BALLOW'S ENGLISH AND FRENCH School for Young Ladies, No. 24 East 22d-st., will reopen on THURSDAY, Sept. 19.

MISS WALSH'S ENGLISH AND FRENCH boarding and day-school for young ladies, No. 23 East 28th-st., will reopen Sept. 20.

THE MISSES ROGERS' ENGLISH AND French School for Young Ladies, No. 352 West 20th-st., will reopen on MONDAY, Sept 16.

FAMILY SCHOOL IN FISHKILL, N. Y., for twelve young ladies. Terms moderate.
Rev. W. PECK, Principal.

MISS BULKLEY'S SEMINARY, TARRYTOWN, N. Y., will reopen WEDNESDAY, Sept. 11.

GOLDEN HILL SEMINARY FOR YOUNG Ladies, Bridgeport, Conn. For circulars address the Principal, Miss EMILY NELSON.

MILITARY BOARDING SCHOOL, WHITE Plains, N. Y. O. R. WILLIS, A. M., Principal.

MISS STILLMAN'S SEMINARY FOR Young Ladies, Brooklyn, is removed to the Lefferts Mansion, No. [illegible] Fulton-av., near Bedford-av. and will open its seventh year, with enlarged and improved facilities, Sept. [illegible]

INSTRUCTION.

PENNSYLVANIA MILITARY ACADEMY
AT
CHESTER, DELAWARE COUNTY, PENN.
The next session commences
THURSDAY, SEPT. 5, 1867.
The department of Mathematics and Civil Engineering, is conducted by a West Point graduate of high scientific attainments.
Circulars may be obtained of CHARLES H. ROGERS, Esq., No. 8 Wall-st., or of Col. THOS. HYATT, President P. M. A.

REV. J. H. TYNG'S SCHOOL,
At No. 907 Broadway,
will reopen on TUESDAY, Sept. 17.

TEACHERS.

"AMER. SCHOOL INST.," 430 BROOME-ST., N. Y.,
Is having brisk demand for Teachers in all departments of instruction. Special need of experienced gentlemen in English branches; many for classics: Several Professors music for best schools; Ladies for music, also for French and music. All teachers who want places should apply now. Personal applications are preferred. Application Form sent when required.
J. W. SCHERMERHORN.

WANTED—IN A YOUNG LADIES' SEMINARY, a teacher for drawing and higher English, who can sing common devotional music. Address, giving references. TEACHER, Box No. 1,155, Middletown, Conn.

RELIGIOUS NOTICES.

CENTRAL M. E. CHURCH—NEAR COR. 14th-st. and 7th-av.—Rev. Mr. VINCENT (the well-known efficient advocate of Sunday-school instruction) will preach in this church on SUNDAY, the 25th inst., during the services of the day. In the morning at 10½ o'clock, and in the evening at 7½. Strangers promptly provided with seats. Sabbath-school at 9 o'clock A. M.

NORTH BAPTIST CHURCH, CORNER Christopher and Bedford sts., Rev. A. CLEGHORN, Pastor.—The Church having been closed for repairs will be reopened on SUNDAY, Aug. 25. Preaching by the Pastor at 10½ A. M. and 7½ P. M. Subject for morning discourse—*The Ground for True and Lasting Prosperity.* The public are cordially invited to attend.

NEW-YORK PORT SOCIETY'S MARINERS' CHURCH AND MISSIONS.—Preaching on SUNDAY, 25th inst., corner Catharine and Madison sts., (in absence of the Pastor,) by Rev. B. F. MILLARD, at 10½ A. M. and 7½ P. M.; corner Dover and Water sts. at 3 P. M., and No. 27 Greenwich-st. at 3½ P. M. Seats free.

CHURCH OF THE REDEMPTION, EAST 14th-st., opposite Academy of Music.—Divine service every SUNDAY during the Summer at 10½ A. M., and 7½ P. M. Rev. URIAH SCOTT will preach on SUNDAY. Seats are all free. This church is supported entirely by voluntary contributions.

CHURCH OF THE TRANSFIGURATION, East 29th-st., between 5th and Madison avs. Rev. G. H. HOUGHTON, D. D., Rector. There will be Divine Service, with the Holy Communion, in this Church on SUNDAY MORNING, Aug. 25, at 10½ o'clock. Evening prayers at 5 o'clock.

FIRST REFORMED PRESBYTERIAN CHURCH, (Rev. Dr. McLEOD'S,) 12th-st., near 6th-av.—This Church will be reopened on SABBATH, Aug. 24. Mr. JAMES Y. BOICE, of Pittsburgh, will preach in the morning at 10½ and in the evening at 7¾ o'clock.

GREENE-ST. M. E. CHURCH, BETWEEN Broome and Spring sts.—Rev. J. S. INSKIP, Pastor, will preach on SUNDAY at 10½ o'clock A. M. and at 7½ o'clock P. M. The evening service will be followed by the usual prayer-meeting. Strangers and others are invited to attend. Seats free.

OLD JOHN-ST. M. E. CHURCH.—The Pastor, Rev. W. H. DEPUY, will preach at 10½ A. M. and 7½ P. M. Sunday-school at 9 A. M. and 2 P. M. Strangers' class-meeting at close of morning sermon. Prayer service at 7 P. M. Seats free. Strangers cordially invited.

NOTICE.—EVERETT ROOMS, NO. 1,296 BROADway, corner 34th-st., Rev. R. C. SHIMEALL, Minister.—Regular service during the Summer, MORNING and EVENING. Those whose churches are closed are respectfully invited. Seats free.

TRINITY BAPTIST CHURCH—REV. J. S. HOLME, D. D., Pastor. Chapel corner of 5[illegible]-st. and 3d-av., is open for divine worship every Lord's Day. Preaching TO-MORROW at 10½ A. M. Sunday-school concert in the evening at 8.

NOTICE.—THE CHURCH OF THE ATONEment, corner Madison-av. and 28th-st., Rev. WM. T. SABINE, Rector, will be open without intermission, for divine service, EVERY SUNDAY at 10½ A. M. and 7½ P. M.

42D-ST. PRESBYTERIAN CHURCH, between 7th and 8th avs.—Services on SUNDAY, by the Pastor, Rev. W. A. SCOTT, D. D., by Divine permission, at 10½ A. M. and 7½ P. M. Evening subject—*Angels.*

REV. DAVID MITCHELL WILL PREACH in the Fourth Associated Reform Presbyterian Church, corner of Houston and Thompson sts., at 10½ o'clock A. M. and 3½ o'clock P. M., on SUNDAY, Aug. 24, 1867.

ST. ANN'S FREE CHURCH, 18TH-ST., near 5th-av.—On SUNDAY Rev. Dr. GALLAUDET will preach at 7½ and 10½ A. M., and 3½ P. M. The latter service for deaf mutes. Rev. GEORGE H. CROWE at 7½ P. M.

CENTRAL PRESBYTERIAN CHURCH, 50th-st., between Broadway and 8th-av.—Preaching by the Pastor, Rev. JAMES B. DUNN, on SUNDAY, at 10½ A. M. and 7½ P. M. Sabbath-school at 2 P. M.

SAMUEL S. SNOW, PASTOR OF MOUNT ZION, will preach in the University, Washington-square, on SUNDAY, at 3 P. M. Seats free. Subject: *The Speedy Destruction of Earthly Kingdoms.*

REV. CLARENCE BUEL WILL PREACH in St. Timothy's Church, 57th-st., between 8th and 9th avs., SUNDAY, Aug. 25. Service in the morning at 10½, in the evening at 7½ o'clock.

WESTMINSTER CHURCH OPEN.—22D-st., between 6th and 7th avs. Preaching at 10½ o'clock A. M., by the Pastor, Rev. G. D. ARCHIBALD, D. D. Strangers are invited to attend.

TRINITY M. E. CHURCH, 34TH-ST., between 7th and 8th avs.—Preaching by Rev. Mr. LORD, MORNING at 10½ o'clock and EVENING at 7½ o'clock. Strangers invited.

SECOND REFORMED PRESBYTERIAN Church, Hall of the Historical Society, corner of 2d-av. and 11th-st. Preaching every SABBATH, at 10½ A. M. and 4 P. M.

REV. PROF. McILVAINE, OF PRINCETON, will preach in the University place Presbyterian Church, on SABBATH, the 25th inst., at 10½ o'clock A. M. and 4 P. M.

LEE-AVENUE BAPTIST CHURCH, OF Brooklyn, E. D.—(Fulton Ferry and Greenpoint cars to Taylor-st.)—Rev. J. HYATT SMITH, Pastor, will preach SUNDAY, at 10½ o'clock A. M. and 7½ o'clock P. M.

FIVE POINTS HOUSE OF INDUSTRY, No. 155 Worth-st. Services every SABBATH AFTERNOON in the Chapel at 3 o'clock. Singing by the children. S. B. HALLIDAY, Superintendent.

CATHOLIC APOSTOLIC CHURCH, 16TH-st., between 6th and 7th avs.—Preaching on SUNDAY EVENING, at 7½ o'clock, on the *Second Coming of Our Lord.* Seats free. No collection.

ST. THOMAS' CHURCH—B. W. WILLIAMS, Sexton and undertaker, No. 276 6th-av.

LEGAL NOTICES.

SUPREME COURT.—SARAH LOUISA WESTERFIELD and William Henry Westerfield, infants, by Abraham B. Tappan, their next friend, *against* JOSEPH HENRY WESTERFIELD, Margaret G. Westerfield, Henrietta Louisa Westerfield, Lydia Ann Westerfield, Sarah D. Westerfield, Elbert S. Kip and Elizabeth Kip.—In pursuance of an order of the Supreme Court, made in the above-entitled action, dated the 7th day of June, 1867, the undersigned referee in partition will sell, at public auction, to the highest bidder, at the Merchants' Exchange Salesrooms, No. 111 Broadway, in the City of New-York, on the 16th day of August, 1867, at 12 o'clock noon, all that certain dwelling house and lot, piece or parcel of land, situate on the westerly side of Elm-street, and also on the northerly side of Catharine-lane, in the City of New-York. Said premises are distinguished on a map of property of Ebenezer Clark and wife, made by Amos Corning, City Surveyor, and filed in the office of the Register in and for the City and County of New-York, by the numbers sixteen and seventeen, and are bounded and described as follows: Beginning on the westerly side of Elm-street, at a point twenty feet south of Leonard-street; running thence westerly, along the lands of William Sparks, sixty feet, to lot number fourteen on said map; thence southerly, along the said lot number fourteen, sixty-one feet, to Catharine-lane; thence easterly, along Catharine-lane, forty feet three inches, to land of the Corporation of the City of New-York; thence northerly, along the land of the Corporation of the City of New-York, to the southerly line of lot number sixteen; thence easterly, along the line of said lot number sixteen, thirty-seven feet, to Elm-street, and thence northerly, along Elm-street, twenty-one feet six inches, to the place of beginning.
jy4—law6wTh* H. P. ALLEN, Referee.
The above sale is postponed to the 16th day of September, 1867, at 12 o'clock M.
H. P. ALLEN, Referee.
J. C. JACKSON, Attorney. au17—law5wSat*

MACHINERY.

TO BOAT OWNERS AND STEAM ENGINEERS.
LOCK-UP SAFETY-VALVES.
THE "AMERICA" LOCK-UP SAFETY-VALVE stood highest on the list of all those tested by the Government Commission as the best and most sensitive, and in every respect complying with the steamboat law. It has also received the sanction of the Secretary of the Treasury.
CALL AND EXAMINE IT.
C. W. COPELAND, General Agent,
171 BROADWAY, NEW-YORK.

PORTABLE STEAM ENGINES.
Combining the maximum of efficiency, durability and economy with the minimum of weight and price. They are widely and favorably known, more than 600 being in use. All warranted satisfactory, or no sale. Descriptive circulars sent on application. Address
J. C. HOADLEY & CO.,
Lawrence, Mass.

GREAT REDUCTION.—NOTICE TO OWNERS AND MASTERS OF STEAMERS.—The Robinson Patent Lock-up Safety Valve is now being sold below manufacturer's prices. Those wishing to purchase will please call at No. 260 West-st.

FOR SALE—AN EXCELLENT ENGINE AND boiler. Can be seen running daily at No. 128 Church-st., corner of Thomas-st. YOUNGS & CORBEY.

DRY GOODS.

A BIG LOT YARD WIDE
MUSLINS, (splendid quality,) ONLY 12½c.
These Muslins are retailed everywhere at 20c.
25,000 yds. ALMOST LIKE WAMSUTTAS, 15c. and 18c.
ALSO, FROM AUCTION, IMMENSE
LOTS ALPACAS, DRESS GOODS,
CASSIMERES, TICKS, FLANNELS, &c.,
AT NEARLY HALF PRICE.
FOSTER BROTHERS, 8th-av., near 18th-st.,
and FOSTER BROTHERS, No. 272 Bleecker-st.

COPARTNERSHIP NOTICES.

NOTICE OF DISSOLUTION.—THE COpartnership heretofore existing under the firm name of JOHN G. MOTT & SON, has been dissolved by the death of John G. Mott. The business of the late firm will be settled by the surviving partner, who will use the firm name in liquidation, and who will continue the business under the name of JOHN G. MOTT'S SON.
NEW-YORK, Aug. 23, 1867.

SHIPPING.

LONDON AND NEW-YORK STEAMSHIP LINE.

Passage to London or Brest, $110, $75 and $30 currency. Excursion tickets at reduced rates available for six months.

WM. PENN. Capt. BILLINGE, from New-York, Aug. 31.
ATALANTA, Capt. PINKHAM, from New-York, Sept. 14.
BELLONA, Capt. DIXON, from New-York, Sept. 28.
CELLA, Capt. GLEADELL, from New-York, Oct. 12.

The elegant British iron steamship WM. PENN will leave Pier No. 3, North River, for London, calling at Brest, on SATURDAY, Aug. 31, at 12 M.

Until further notice all the steamers of this line will call at Brest to land passengers. Tickets sold through by rail to Paris at 25 per cent. less than regular rates.

Freight will be taken and through bills of lading given to Havre, Antwerp, Rotterdam, Amsterdam, and Dunkirk.

For passage apply to ROBERT N. CLARK, No. 26 Broadway.

For freight apply at No. 54 South-st.
HOWLAND & ASPINWALL, Agents.

THE NATIONAL LINE.

Steamers weekly to Liverpool and Queenstown, leaving Pier No. 47 North River, every SATURDAY.

DENMARK, THOMSON..........SATURDAY, Aug. 24
ERIN, HALL..........SATURDAY, Aug. 31
PENNSYLVANIA, LEWIS..........SATURDAY, Sept. 7
VIRGINIA, PROWSE..........SATURDAY, Sept. 14

Cabin passage, payable in gold, $90 and $75.
Steerage passage to Liverpool or Queenstown, $25 in currency.
Steerage tickets from Liverpool or Queenstown $35 in currency.

REDUCTION IN FREIGHT.—This company will now carry fine measurement goods from Liverpool at a maximum rate of 30 shillings per ton of 40 cubic feet and five per cent. primage.

For further particulars apply at the office of the Company, Nos. 57 and 27 Broadway, or No. 73 Broadway.
F. W. J. HURST, Manager.

ONLY AMERICAN LINE TO ENGLAND AND FRANCE.

The New-York and Havre Steamship Company's first-class mail steamships ARAGO and FULTON, to Havre, calling at Falmouth, carrying the United States mails, from Pier No. 46 North River, on the following days, at noon:

FULTON..........C. H. Townsend...Saturday, Aug. 31
ARAGO..........H. A. Gadsden...Saturday, Sept. 28
FULTON..........C. H. Townsend...Saturday, Oct. 26
ARAGO..........H. A. Gadsden...Saturday, Nov. 23

and every twenty-eight days thereafter.

PRICES OF PASSAGE, PAYABLE IN GOLD,

FIRST-CLASS..........$120
SECOND-CLASS..........70

Through tickets to London $5 extra.
An experienced surgeon on board.
The Company will not be responsible for specie or valuables unless bills of lading, having the value expressed, are signed therefor.
For further information apply to
JOSEPH J. COMSTOCK, Agent, No. 7 Broadway, New-York.
JAS. A. WOTTON, Havre, General Agent in Europe.
LHERBETTE, KANE & CO., Paris.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR:
AND
BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.

JAVA leaves Boston, Wednesday, August 28.
SCOTIA leaves New-York, Wednesday, Sept. 4.
CUBA leaves Boston, Wednesday, Sept. 11.
PERSIA leaves New-York, Wednesday, Sept. 18.
CHINA leaves Boston, Wednesday, Sept. 25.
RUSSIA leaves New-York, Wednesday, Oct. 2.

FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage..........$150
Second Cabin Passage..........80
FROM NEW-YORK TO PARIS.
Chief Cabin Passage..........$165
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage..........$125
Second Cabin Passage..........70

Payable in gold, or its equivalent in United States currency.
Berths not secured until paid for.
An experienced surgeon on board.
The owners of these ships will not be accountable for specie or valuables unless bills of lading having the value expressed are signed therefor.
For freight or passage, apply to
E. CUNARD, No. 4 Bowling-green.

CUNARD LINE OF EXTRA STEAMERS.

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT QUEENSTOWN.
FROM NEW-YORK EVERY WEEK.
TARIFA..........Saturday, Aug. 24
PALMYRA..........Wednesday, Aug. 28

RATES OF PASSAGE:
Cabin..........$80 Gold.
Steerage..........$25 Currency.

Steerage tickets from Liverpool or Queenstown $35 currency.
For Steerage Passage, apply at No. 69 Broadway.
For Freight and Cabin Passage, at No. 4 Bowling-green.
E. CUNARD.

RETURN TICKETS TO PARIS AND BACK, FIRST CLASS, $200 IN GOLD.

STEAM TO LIVERPOOL—CALLING AT QUEENSTOWN.—The Inman Line, sailing semi-weekly, carrying the United States Mails:

CITY OF PARIS..........SATURDAY.....Aug. 24
CITY OF NEW-YORK..........WEDNESDAY...Aug. 28
CITY OF ANTWERP..........SATURDAY.....Aug. 31
CITY OF BOSTON..........SATURDAY.....Sept. 7
ETNA..........WEDNESDAY...Sept. 11

and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 45 North River.

RATES OF PASSAGE
By the mail steamer sailing every Saturday.

PAYABLE IN GOLD.		PAYABLE IN CURRENCY.	
First Cabin	$110	Steerage	$30
First Cabin to London	115	Steerage to London	35
First Cabin to Paris	125	Steerage to Paris	45

Passage by the Wednesday steamers, first cabin, $110; steerage, $30. Payable in United States Currency.
Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.
Steerage passage from Liverpool or Queenstown, $40 currency. Tickets can be bought here by persons sending for their friends.
For further information, apply at the Company's offices.
JOHN G. DALE, Agent, No. 15 Broadway, New-York, or No. 411 Chestnut-st., Philadelphia.

LIVERPOOL AND GREAT WESTERN STEAM COMPANY.

The following FIRST-CLASS IRON STEAMSHIPS, built expressly for the New-York trade, are intended to sail regularly between NEW-YORK AND LIVERPOOL, calling at QUEENSTOWN, viz.:

MANHATTAN, MINNESOTA,
CHICAGO, NEBRASKA,
with other first-class steamers building. To sail:

NEBRASKA..........WEDNESDAY, Aug. 28
MANHATTAN..........WEDNESDAY, Sept. 11
MINNESOTA..........WEDNESDAY, Sept. 25

From Pier No. 37 East River.

Cabin, (the accommodations being equal to any Atlantic steamer,) $90 and $75; return tickets, $160, gold; steerage, $25, currency.

Tickets to bring out passengers from Europe can be obtained on reasonable terms. For freight or passage apply to WILLIAMS & GUION, No. 71 Wall-st.
For steerage passage to WILLIAMS & GUION, No. 29 Broadway.

DIRECT STEAMSHIP LINE BETWEEN ANTWERP AND NEW-YORK.

The undersigned will dispatch the first-class English iron steamers
OTTAWA, Capt. ARCHER.
MEDWAY, Capt. HARRIS.
FROM NEW-YORK—June 1, June 22, July 17.
FROM ANTWERP—May 29, June 26, July 17.

Taking passengers at the following rates:
From Antwerp—First Cabin..........90 00
Steerage..........40 00
From New-York, first cabin, according to location of state-rooms..........$75—$90 00
Steerage..........32 50

EXCURSION TICKETS AT
First Cabin..........$170 | Steerage..........$67 50
payable in gold or its equivalent.
Freight is taken at the lowest rates for Antwerp, Rotterdam and Amsterdam.
Apply to HILLER & CO., New-York.
For freight and cabin passage, No. 57 Broadway; for steerage, No. 3 Chambers-st.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North River, as follows:

PEREIRE..........DUCHESNE....SATURDAY, Aug. 24
VILLE DE PARIS.SURMONT.....SATURDAY, Sept. 7
EUROPE..........LEMARIE.....SATURDAY, Sept. 21

PRICE OF PASSAGE (including wine) payable in gold or equivalent in currency,
TO BREST OR HAVRE,
First cabin, $160; second cabin, $90.
TO PARIS,
including railway tickets, furnished on board,
First cabin, $165; second cabin, $93.
Baggage checked through to Paris.
Medical attendance free of charge.
These steamers do not carry steerage passengers.

American travelers going to or returning from the continent of Europe, by taking the steamers of this line, avoid unnecessary risks from transit by English railways and crossing the channel, besides saving much time, trouble and expense.
GEO. MACKENZIE, Agent, No. 58 Broadway.

STEAMER PEREIRE, FOR BREST and HAVRE, will leave Pier No. 50 North River, foot of Morton-st., SATURDAY, 24th of August, at 11 o'clock. Passengers are requested to be on board at 10 o'clock.

LONDON AND BREST.

The elegant British iron steamship,
WILLIAM PENN,
3,000 tons burden,
EDWIN BILLINGE, Commander,
Will leave Pier No. 3 North River, as above, on SATURDAY, Aug. 31, at 12 M.

Rates of passage, payable in currency:
First Cabin..........$110
Second Cabin..........75
Steerage..........30

Railroad tickets to Paris and excursion tickets, available for six months, at reduced rates.
For passage, apply to ROBT. N. CLARK, No. 26 Broadway.
For freight, apply at No. 54 South-st.
HOWLAND & ASPINWALL, Agents.

SAFETY, SPEED AND COMFORT.

FURTHER REDUCTION IN PASSAGE RATES.
Favorite passenger steamers of the ANCHOR LINE sail every SATURDAY with passengers for LIVERPOOL, GLASGOW AND DERRY.
BRITANNIA, LAIRD, SATURDAY, Aug. 24.
HIBERNIA, MUNRO, SATURDAY, Aug. 31.
UNITED KINGDOM, SMITH, SATURDAY, Sept. 7.
From the Company's Pier, No. 20 North River.
Rates of passage, payable in currency:
To Liverpool, Glasgow and Derry, cabins, $90 and $75, according to location.
Excursion tickets, good for twelve months, $160.
Intermediate, $35; Steerage, $25.
Prepaid certificates from these ports, $35.
Passengers booked to and from Hamburg, Rotterdam, Antwerp, Havre, &c., at very low rates.
For further information apply at the Company's office, No. 6 Bowling-green, New-York.
FRANCIS MACDONALD & CO., Agents.
To avoid imposition, passengers will please come direct to the office, as this Company does not employ runners.

STEAM BETWEEN ANTWERP AND NEW-YORK.—The Liverpool, New-York and Philadelphia Steamship Company,
INMAN LINE,
will dispatch one of their steamships between Antwerp and New-York every four weeks, commencing with
CITY OF CORK..........Sept. 7
KANGAROO..........Oct. 5
Sailing from New-York:
CITY OF CORK..........WEDNESDAY, Oct. 2
KANGAROO..........WEDNESDAY, Oct. 30
From Pier No. 45 North River.
For further information, apply at the Company's office.
JOHN G. DALE, Agent, No. 15 Broadway.

REGULAR LINE FOR CHARLESTON, S. C.—Freight 10 cents per cubic foot, being a reduction of nearly 50 per cent. and lower than any other line. For Charleston, the Florida ports, the South and Southwest. First Cabin passage $15. The fast and popular steamship SARAGOSSA, M. B. CROWELL, Commander, will sail THIS DAY, at 3 P. M., from Pier No. 14 E. R., foot of Wall-st., and for the accommodation of shippers will receive freight till the hour of sailing.
ARTHUR LEARY, No. 73 William-st.

UNITED STATES PASSPORT BUREAU.—U. States passports indispensable to travelers, issued by J. B. NONES, Passport Agent, 262 Broadway.

SHIPPING.

NEW-YORK & BREMEN STEAMSHIP CO.

THE CHEAPEST LINE.
THE FIRST-CLASS U. S. MAIL STEAMSHIP WESTERN METROPOLIS, Capt. WM. WEIR, will leave Pier 46 N. R., on Saturday, Aug. 24, at 12 M.,
FOR SOUTHAMPTON AND BREMEN,
taking passengers to Southampton, Havre and Bremen, at the following rates, payable in gold or its equivalent in currency—to Paris or London $5 additional:
First cabin, $110; second cabin, $65; steerage, $35.
From Bremen, Southampton and Havre to New-York, first cabin, $110; second cabin, $75; steerage, 43.
EXCURSION TICKETS OUT AND HOME.
First cabin, $210; second cabin, $130; steerage, $70.
NORTHERN LIGHT, Capt. A. G. JONES..........Sept. 7
For freight, expressage, bills of exchange or passage apply to ISAAC TAYLOR, President, 40 Broadway.

NEW AND DIRECT LINE OF STEAMERS TO ANTWERP.—The A 1 iron steamship CLEOPATRA, WM. DONALD, Commander, will sail for the above port on SATURDAY, 17th August, from Pier No. 8 North River.
For freight or passage apply to
CHRISTIAN BROS, No. 18 Exchange-place,
Or FUNCH, MEINCKE & WENDT, Brokers, No. 15 South William-st.
To be followed by the steamer ACHILLES, WM. RICHES, Commander.

PACIFIC MAIL STEAMSHIP COMPANY'S THROUGH LINE TO

CALIFORNIA AND CHINA,

CARRYING UNITED STATES MAIL VIA PANAMA RAILROAD.
Steamers leave Pier No. 42 North River, foot of Canal-st., at 12 o'clock, noon, as follows:
AUG. 31—ARIZONA, Capt. MAURY, connecting with SACRAMENTO, Capt. CAVERLY.
SEPT. 11—HENRY CHAUNCEY, Capt. GRAY, connecting with MONTANA, Capt. SUTTON.
SEPT. 21—RISING STAR, Capt. SEABURY, connecting with GOLDEN CITY, Capt. LAPIDGE.
100 pounds baggage allowed free to each adult passenger. Medicines and attendance free.
All departures touch at Acapulco; those of 1st and 21st connect at Panama with steamers for South Pacific ports; 1st and 11th for Central American Ports, and those of 1st touch at Manzanillo.
Departure of 11th of each month connects with the new steam line from Panama to Australia and New-Zealand.
Steamer, Sept. 21, will connect closely with steamer CHINA from San Francisco, Oct. 14, for Yokohama and Hong Kong, and at Yokohama with steamer COSTA RICA for Nagasaki and Shanghae.
For passage tickets and all further information apply at the office on the wharf, foot of Canal-st., North River, New-York.
F. R. BABY, Agent.

OPPOSITION LINE TO CALIFORNIA.

REDUCED RATES OF PASSAGE AND FREIGHT.
The entirely new, fast and elegant steamship
SANTIAGO DE CUBA,
Capt. ELISHA HOWES,
will be dispatched by the North American Steamship Company, on FRIDAY, Aug. 30, at noon, from Pier No. 29 North River, foot of Warren-st., connecting on the Pacific with the favorite steamer
AMERICA,
Capt. E. WAKEMAN.
The accommodations on these steamers are unsurpassed by those of any steamers afloat, and the line is run
THROUGH TO SAN FRANCISCO EVERY TWENTY DAYS.
For passage or freight apply to
D. N. CARRINGTON, Agent, No. 177 West-st., corner Warren-st., New-York.
WILLIAM H. WEBB, President, No. 54 Exchange-place, New-York.

UNITED STATES MAIL TO HAVANA.

ATLANTIC MAIL STEAMSHIP COMPANY.
The well-known and popular side-wheel steamships of the above line will sail regularly every THURSDAY, at 3 o'clock P. M., from Pier No. 4 North River.
MISSOURI, G. W. PALMER, Master, Aug. 29.
MORRO CASTLE, GREENE, Master, Sept. 5.
For freight or passage, having first-class accommodations, apply to
GEO. B. HARTSON, President, No. 5 Bowling-green.

FOR ST. THOMAS AND BRAZIL.

UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 22d of every month:
HAVANA, Capt. GEO. B. SLOCUM, Sept. 22.
NORTH AMERICA, Capt. L. F. TIMMERMAN, Oct. 22.
SOUTH AMERICA, Capt. E. L. TINKLEPAUGH, Nov. 22.
These elegant steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagement of freight or passage, apply to GARRISON & ALLEN, Agents, No. 5 Bowling-green, New-York.

REGULAR LINE

FOR GALVESTON, TEXAS, DIRECT.
The fine steamship TYBEE, D. CAULKINS, Commander, will leave Pier No. 4 North River on SATURDAY, Aug. 31, at 3 o'clock P. M. precisely, for Galveston direct.
For freight or passage, having superior accommodations, apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.
Goods forwarded to Indianola and Lavacca without charge, and also to the interior by railroad without charge for drayage in Galveston.

FOR NORFOLK, CITY POINT AND RICHMOND.

OLD DOMINION STEAMSHIP COMPANY.
FROM PIER 37 NORTH RIVER, foot of Beach-st.
Steamships ALBEMARLE, SARATOGA, HATTERAS, NIAGARA and VIRGINIA.
Leaving every TUESDAY, THURSDAY and SATURDAY, at 2 o'clock P. M.
Through bills of lading to all points on the Seaboard and Roanoke, Virginia and Tennessee Air Line and Petersburg Railroads and their connections.
Bills of lading signed on the pier.
For freight or passage apply on the pier, or to
N. L. McCREADY, President, No. 187 Greenwich-st., corner of Dey-st.

FOR SAVANNAH, GA.

EVERY THURSDAY.
The Atlantic Coast Mail Steamship Company's side-wheel steamships
H. LIVINGSTON, Capt. BAKER, sails THURSDAY, August 29.
GEN. BARNES, Capt. MORTON, sails THURSDAY, Sept. 5.
From Pier No. 36 North River, at 3 P. M. precisely, giving through passage tickets and bills of lading to all points in connection with the Central Railroad of Georgia, and with Atlantic and Gulf Railroad to points in Florida.
For freight or passage apply to
LIVINGSTON, FOX & CO., Agents, No. 88 Liberty-st.

FOR CHARLESTON—EVERY THURSDAY—THE PEOPLE'S MAIL STEAMSHIP CO.'S steamships
MONEKA, Capt. MARSHMAN, THURSDAY, Aug. 29.
E. B. SOUDER, Capt. LEBBY, THURSDAY, Sept. 5,
from Pier No. 6 North River, at 3 P. M. Through passage tickets and bills of lading issued to all points South, in connection with the South Carolina Railroad.
For freight or passage apply to
LIVINGSTON, FOX & CO., Agents, No. 88 Liberty-st.

FOR NEW-ORLEANS DIRECT.

The new and first-class steamship GEN. GRANT, Capt. E. W. HOLMES, will leave Pier No. 9, North River, on SATURDAY, Aug. 24, at 3 o'clock P. M.
For freight or passage, having unsurpassed accommodations, apply to
H. B. CROMWELL & CO., No. 86 West-st.
The GEN. MEADE will follow Aug. 31.

STAR LINE FOR NEW-ORLEANS.—THE NEW-YORK MAIL STEAMSHIP COMPANY'S fine ocean steamers will leave Pier No. 46 North River, at 3 P. M., as follows:
MONTEREY, on SATURDAY, Aug. 31.
All bills of lading signed at the office upon the pier.
For freight or passage apply to GEO. B. HARTSON, President, No. 5 Bowling-green.

FOR NEW-ORLEANS DIRECT—ATLANTIC Coast Mail Steamship Company's new and first-class light-draft sidewheel steamship RALEIGH, Capt. MARSHMAN, will leave Pier No. 36 North River, for the above port, on SATURDAY, Aug. 24, at 3 P. M.
For freight or passage, having unsurpassed accommodations, apply to
LIVINGSTON, FOX & CO., No. 88 Liberty-st.

TRAVELERS FOR EUROPE CAN HAVE trunks, packages, valuables sent to or from any part of Europe, at moderate charge, through the American European Express. AUSTIN, BALDWIN & CO., No. 72 Broadway.

STEAMBOATS.

LONG ISLAND NAVIGATION COMPANY.

FOR SAG HARBOR, GREENPORT, ORIENT, ORIENT POINT, AND NEW SUFFOLK.

The new and beautiful steamer, RIVER QUEEN, Capt. G. C. GIBBS, leaves Pier No. 26 (Peck-slip) East River, New-York, TUESDAYS, THURSDAYS and SATURDAYS, at 5 P. M., for the above places, connecting by stages with East Hampton, Bridgehampton, Amagansett, Southold and Riverhead. Returning, leaves Sag Harbor, MONDAYS, WEDNESDAYS and FRIDAYS, at 4 P. M., making the entire circuit of Peconic Bay by daylight.

FOR PORT JEFFERSON AND STONY BROOK.
Steamer SUNBEAM, Capt. E. A. HILDRETH, leaves Pier No. 26, TUESDAYS, THURSDAYS and SATURDAYS, as per time table, connecting by stages with Miller's-place, Rocky Point and Setauket.

FOR MYSTIC, CONN.
The elegant steamer ARTISAN, Capt. W. H. GIBBS, leaves Pier No. 26, (Peck-slip,) East River, WEDNESDAYS and SATURDAYS, at 5 P. M., connecting with trains. J. S. TUTHILL, Agent, No. 156 South-st.

GREAT REDUCTION IN FIRST-CLASS FARE.

WEST, NORTH AND EAST.
Via New-York Central and Northern Railroads and Troy Line Steamers, from Pier No. 44 North River, foot of Spring-st., daily at 6 P. M., Saturdays excepted.
FIRST-CLASS PASSENGER FARE FROM NEW-YORK TO ALBANY AND TROY, $1.

Schenectady	1 31	Saratoga	1 75
Fonda	1 89	Fort Edward	2 45
Utica	2 45	Whitehall	3 30
Rome	2 76	Rutland	4 00
Syracuse	3 54	Burlington	6 00
Rochester	5 30	North Adams	2 00
Lockport	6 35	St. Albans	7 25
Suspension Bridge	6 75	Ogdensburgh	10 50
Buffalo	6 75	Montreal	9 75

And proportionate reduction to all intermediate points and stations west from Buffalo.
Tickets sold and baggage checked at the office, No. 308 West-st., or on board.

FOR SHREWSBURY AND LONG BRANCH.—The strong and commodious steamboat SEA BIRD, Capt. H. B. PARKER, will leave foot of Chambers-st. Fare reduced to 25 cents.

LEAVE NEW-YORK.	LEAVE RED BANK.
Saturday, Aug. 24..2½ P. M.	Monday, Aug. 26....6 A. M.
Sunday, Aug. 25....9 A. M.	
Monday, Aug. 26...6¼ A. M.	

SHREWSBURY, LONG BRANCH AND RED BANK.

The favorite steamboat META will leave pier foot of Barclay-st., short pier, as follows:

LEAVE NEW-YORK.	LEAVE RED BANK.
Saturday, Aug. 24, 11½ A. M.	
Sunday, Aug. 25, 9½ A. M.	

SUNDAY MORNING BOAT FOR NEWBURGH—The steamer THOMAS COLLYER leaves the pier foot of Warren-st. every SUNDAY MORNING at 7½; 34th-st. at 7¾, landing at Yonkers, Hastings, Dobbs' Ferry, Irvington, Sing Sing, Haverstraw, Cozzens, Coldspring and Cornwall. Returning, leaves Newburgh at 1½ P. M., arriving in New-York at 6 o'clock P. M.

FOR NORWALK DIRECT—CONNECTING with the Danbury Railroad.—The fast and splendid steamboat NELLY WHITE leaves Pier No. 37 East River, foot of Market-st., EVERY AFTERNOON at 3 o'clock; 34th-st. at 3:10; returning leaves Norwalk at 7:45, or on the arrival of the Danbury and New-Haven trains. Fare, 75 cents. Excursion tickets, $1 25. Stages connect for New-Canaan, Wilton and Ridgefield.

NORTHPORT AND WILLETT'S POINT.—The steamer MATTANO, Capt. MARSHALL, leaves Pier No. 34 East River, (Catharine-st.,) daily, for the above-named places, at 3 P. M.; returning, leaves Northport at 6 and Willett's Point at 8:15 A. M.

FOR NEW-HAVEN, HARTFORD AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with railroad.

STEAMBOATS.

NEW ROUTE BETWEEN

NEW-YORK AND BOSTON,

VIA BRISTOL, R. I.

The Narraganset Steamship Company's new and magnificent steamers BRISTOL, Capt. BENJ. BRAYTON, and PROVIDENCE, Capt. BENJ. M. SIMMONS, are now running on Long Island Sound, leaving Pier No. 40 North River, every afternoon, (Sundays excepted,) at 5 o'clock, connecting at Bristol with the Boston and Providence Railroad, reaching Boston with shorter railroad ride than by any other route—distance by rail 54 miles, time 1 hour and 30 minutes.

These steamers are the largest, staunchest and most elegant ever placed upon American waters. In the number and size of their state-rooms, and splendor of their accommodations, they are unrivaled. State-rooms secured, tickets for sale, and freight arrangements made at the office on the Pier. Also, tickets sold at the principal offices of Wescott's Express Company, No. 1 Park-place, Nos. 985 and 945 Broadway; Harlem Railroad Depot, 4th-av. and 26th-st.; Hudson River Railroad, 9th-av. and 29th-st., and in Brooklyn, No. 269 Washington-st., City Hall-square. By purchasing tickets at any of these offices, baggage can be checked from the residence to destination.

H. O. BRIGGS, General Manager.
G. W. TIERS, Agent.

THE STEAMER HELEN FOR SHREWSBURY.

Leave New-York, foot Chambers-st., at 8 o'clock A. M., Tuesday, Wednesday, Thursday and Friday. Saturday, will leave at 12 o'clock M., until further notice.

REGULAR HARTFORD LINE.

First-class steamers STATE OF NEW-YORK and CITY OF HARTFORD leave Peck-slip, East River, daily, (except Sundays) at 4 P. M., for Hartford, Conn., connecting for Springfield, Cabotville, Holyoke, Northampton, and all Connecticut River towns for passengers and freight. Fare $1 50 to Hartford; second-class $1 25, making it the cheapest and most agreeable route to the White Mountains.

SARATOGA, RUTLAND, BUFFALO, Suspension Bridge, Mount Mansfield and White Mountains via Burlington and all points North and West. Albany Day Line.—The steamboats C. VIBBARD and DANIEL DREW will, on and after May 13, leave Desbrosses-st. at 8½, and 34th-st. at 8¾ A. M. for Albany, landing at Yonkers, Cozzens, West Point, Newburgh, Poughkeepsie, Rhinebeck, Bristol, Catskill, Athens and (Hudson by ferry,) connecting at Athens depot by special train with the New-York Central and Rensselaer and Saratoga railroads via Schenectaday with Albany and Susquehanna Railroad at Junction, and without change of cars with the Lake Champlain steamboats at Whitehall for Rouse Point, arriving at Montreal at 9 A. M. Returning, leave Albany at 8¼ A. M.

LLOYD'S DOCK, (HUNTINGTON,) OYSTER BAY, (EAST NORWICH,) AND UNION DOCK, (BAYVILLE.)—The fast and commodious steamer D. R. MARTIN, Capt. SAMUEL E. UNDERHILL, leaves Pier No. 34 East River, (Catharine-st.,) at 4 P. M., and foot of 37th-st., East River, at 4:10 P. M., daily, for the above-named places.

FOR BRIDGEPORT.—TWO BOATS DAILY from Pier 35 East River, foot of Catharine-st. Fare $1. Steamer BRIDGEPORT, at 12 o'clock noon; and steamer J. B. SCHUYLER, 3 o'clock P. M. Making landing at 34th-st. at 3:10 P. M. Freight received daily. J. B. HUBBELL, Gen. Agent; T. LOCKYER & CO. Agents on Pier.

SUMMER ARRANGEMENT.—FOR WHITESTONE, Bayles Dock, Great Neck, Sands Point, GLEN COVE, Mott's Dock, Glenwood and Roslyn. On and after Wednesday, May 1, the elegant new steamboat SEAWANHAKA, CHAS. POST, Master, will leave Pier No. 24 East River, (Peck-slip,) daily, Sundays excepted, at 4 P. M. for above-named places. No heavy freight received.

FOR NEWBURGH, WEST POINT, Poughkeepsie, Rondout and Kingston, landing at Cozzens' Dock, Cornwall, New-Hamburgh and Milton. The steamer MARY POWELL leaves Desbrosses-st. EVERY AFTERNOON at 3½ o'clock.

RAILROADS.

TO RAILWAY TRAVELERS.

APPLETON'S RAILWAY GUIDE contains One Hundred Railway Maps, and the Time Tables of all the Railways of the United States and the Canadas; also a Tourist Guide to the Watering Places, Springs, &c. For sale everywhere.

LONG ISLAND RAILROAD.

SUMMER ARRANGEMENT—CHANGE OF TIME.
Leave James-slip:
7:30 A. M., mail train for Greenport and all way stations.
10 A. M., Syosset, Glen Cove and all way stations.
3 P. M., (Saturdays only,) Farmingdale, train stopping at Jamaica, Mineola, Hempstead, Jerusalem and Farmingdale, on which day the Greenport Express will not stop at stations between Hunter's Point and Farmingdale.
3:30 P. M., Express train for Greenport.
4 P. M., Syosset, Glen Cove and all way stations.
5:30 P. M., North Islip, Glen Cove, and all way stations.
Sunday excursion train leaves Hunter's Point at 8:30 A. M.; returning, arrives at Hunter's Point at 6:45 P. M.
To take effect Saturday, 17th. P. WHITE, Sup't.

MORRIS AND ESSEX RAILROAD.

Depots in New-York foot of Barclay and Christopher sts.
SUMMER ARRANGEMENT, commencing MONDAY, June 17, 1867.
8:00 A. M.—Mail train, connecting at Waterloo with Sussex R. R. for Andover and Newton, and at Washington with Delaware, Lackawanna and Western R. R. for Stroudsburgh, Water Gap and Scranton, and at Easton with L. V. R. R. for Bethlehem and Allentown.
11:45 A. M.—Express train, stopping at Newark, Morristown, Dover, Hackettstown and Washington, connecting at Easton with L. V. R. R. for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, &c.
4:10 P. M.—Express train, connecting at Easton with L. V. R. R. for Bethlehem, Allentown and Mauch Chunk.
2:30 P. M.—Morristown and intermediate stations.
3:30 P. M.—All stations from Millburn to Hackettstown.
5:00 P. M.—Morristown Express.
6:30 P. M.—Morristown and intermediate stations.
Orange and South Orange at 6:30, 7:45 and 11:30 A. M., and 1:00, 3:40, 4:30, 5:30, 8:45 and 11:45 P. M.
For Newark all above trains and at 9 and 10 A. M. and 7:45 P. M.
A. P. BERTHOUD, General Superintendent.

HUDSON RIVER AND HARLEM RAILROADS.—On and after MONDAY, April 29, 1867, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:
8 A. M. Express train, via Hudson River Railroad, 30th-st. and 10th-av., through to Buffalo and Suspension Bridge without change of cars, and connecting at Troy with trains for Saratoga, Rutland, Burlington and the North.
10:30 A. M. Express train via Harlem Railroad, 26th-st. and 4th-av., connecting at Chatham with Western Railroad for Lebanon Springs, Pittsfield, &c., at Albany with Western trains, and at Troy with trains for Saratoga, Rutland, Burlington and the North.
12 M. Express train via Hudson River Railroad, connecting at Albany with train for the West.
3:50 P. M. Express train via Hudson River Railroad, connecting at Albany with Western trains, and at Troy with trains for Montreal, with sleeping-car attached.
4:45 P. M. Express train via Harlem Railroad, connecting at Chatham with Western Railroad for Lebanon Springs, Pittsfield, &c.; and at Albany with Western trains. Sleeping-cars attached at Albany.
6:30 P. M. Express train via Hudson River Railroad, with sleeping-cars attached, and through to Buffalo and Suspension Bridge without change of cars. Also sleeping-car every day excepting Saturdays attached from New-York through to Ogdensburgh without change, via Rome, W. and O. Railroad. Connection at Troy will be made at East Albany. This train will run on Sundays.
11 P. M. Train via Hudson River Railroad, with sleeping-cars attached, connecting at Albany with early trains for Buffalo and Suspension Bridge, and at Troy with trains for Saratoga and points North. This train will run on Sundays.
A Sunday train will be run via Hudson River Railroad from New-York to Poughkeepsie and intermediate stations, leaving New-York at 9 A. M. Returning, leave Poughkeepsie at 3:45 P. M., arriving in New-York at 7 P. M.
Also, a Sunday train via Harlem Railroad, leaving 42d-st. at 9 A. M., and arriving at Millerton at 3:40 P. M. Returning, leave Millerton at 5 P. M., arriving in New-York at 12:30 A. M.
WM. H. VANDERBILT, Vice-President.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., Pavonia Ferry:
8 A. M.—Day Express for Rochester, Buffalo, and all points West and South.
8:30 A. M.—Way Train daily for Otisville and intermediate stations.
10 A. M.—Express Mail, for Buffalo, Salamanca, Dunkirk, and all points West and South.
4 P. M.—Way Train for Turner's and intermediate stations.
4:30 P. M.—Way Express, stopping at Suffern, Turner's, and all stations west of Turner's, to Port Jervis, Newburgh and Warwick.
5 P. M.—Way Train for Suffern and intermediate stations.
5:30 P. M.—Night Express for Rochester, Buffalo, Salamanca, Dunkirk and all points South and West.
6 P. M.—Way Train for Suffern and intermediate stations.
7 P. M.—Night Express, daily, for Rochester, Buffalo, Salamanca, Dunkirk, and all points West and South. By this train sleeping-coaches will run through to Cincinnati without change.
8 P. M.—Emigrant Train, daily, for the West.
Also, Way Trains for Boiling Spring, Passaic and Paterson at 6:45 and 9:15 A. M., 12 M. and 1:45, 3:30, 6:30 and 11 P. M. On Wednesday nights a Theatre Train at 12 o'clock for Suffern and intermediate stations.
SUNDAY TRAINS.—8:30 A. M. Way Train for Otisville; 12 M. and 5 P. M. for Paterson; 7 P. M. Night Express for Dunkirk, Buffalo, Rochester, Salamanca and all points West and South; 11 P. M. for Paterson and Port Jervis.
Express Trains run through to Salamanca, Dunkirk and Buffalo without change of coaches, and in direct connection with all Southern and Western lines.
Perfectly ventilated and luxurious sleeping coaches accompany all Night Trains.
Tickets can be obtained at the Company's offices, No. 241 Broadway; depot foot of Chambers-st., New-York, and Long Dock Depot, Jersey City.
WM. R. BARR, Gen'l Pass. Agent. H. RIDDLE, Gen'l Sup't.

NORTHERN RAILROAD OF NEW-JERSEY—Trains leave Jersey City for Piermont at 5:15 and 9:25 A. M. at 1:15, 4:22, 5:22, and 6:42 P. M. Saturdays only at 11:15 P. M. The 9:25 A. M., 4:22 and 6:42 P. M. run through to Monsey. T. W. DEMAREST, Sup't.

HOTELS.

THE AMERICAN HOUSE,

HANOVER-ST., BOSTON,
is the largest and best arranged hotel in NEW-ENGLAND. The sleeping rooms are spacious and well ventilated; the suites of rooms are well arranged, and completely furnished, and the house will continue to be kept as a first-class hotel in every respect.
LEWIS RICE, Proprietor.

MARBLE MANTELS.

HUDSON RIVER SLATE COMPANY,

Office No. 25 Park-row, New-York,
offer for sale their beautiful Blue State for
Billiard Beds, Mantels,
Sills and Lintels, Slate Dust,
N. O. Burial Slabs, Tiles,
Plain and Fancy Curbing, Flagging,
Counter Tops, Cemetery Stock.
Slabs and Blocks of any size or pattern.
Orders received at the Agency,
No. 25 Park-row, New-York.

MARBLE MANTELS, MONUMENTS,

Tiling, &c., at the warerooms of A. D. M. HOLBY, Nos. 372 and 374 Greenwich-st., including the largest assortment of fine statuary marble, Renaissant, Romanesque and other styles of drawing-room and Brocatella, Belgium and Pyrenees inlaid dining-room mantels in this City, offered at reduced prices, the subscriber retiring from the business.

MME. DEMOREST'S GRAND OPENING of Patterns, Sept. 2, of all the new and desirable styles for ladies and children's dress for the Fall and Winter, 1867-8, at Nos. 473 and 831 Broadway, New-York, No. 134 Pierrepont-st., Brooklyn, and all the other branches, on MONDAY, Sept. 2, will present at this Fall opening the most brilliant display and extensive assortment of new shapes and designs for ladies' and children's dress ever exhibited.

MARBLE MANTELS.—THE BEST PLACE in the City to purchase Marble Mantels of the latest designs, at very low prices, is at A. KLABER'S Marble Works, No. 134 East 18th-st., near 3d-av., New-York, mantels put up in the country. Cut this out.

AUCTION SALES.

ADRIAN H. MULLER, Auctioneer.

PEREMPTORY SALE TO CLOSE AN UNDIVIDED INTEREST OF VALUABLE STORE PROPERTY IN BROOKLYN, FRONTING ON THE EAST RIVER, TOGETHER WITH BULKHEAD, PIERS AND WATER RIGHTS, SITUATE BETWEEN WALL AND FULTON-ST. FERRIES.

ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction to the highest bidder, at the Exchange Salesroom, No. 111 Broadway, on THURSDAY, Aug. 29, 1867, at 12 o'clock M., the following described real estate, viz.:

FIRST.—The stores known as "Robert's Wall-street Stores," A, B, C, D, the lot being 234 feet front on the river, with an average depth from the bulkhead of 207 feet to Furman-st., together with the bulkhead and water right in front thereof.

SECOND.—The store known as "Robert's Wall-street Store," E, the lot having a front on the river of 106 feet and 240 feet deep to Furman-st., with the pier in front thereof, 27x250 feet.

THIRD.—The lease of the adjoining stores known as "Robert's Wall-street Stores," F, G, H, I, J, with the two piers in front thereof.

FOURTH.—The lease of the stores Nos. 60 and 62 Atlantic Dock.

FIFTH.—The lease of the office on the second floor of No. 105 Front-st., New-York.

The property can be seen by applying on the premises, and maps, with full information, can be had at the office of Messrs. Robert & Co., No. 105 Front-st., or at the auctioneer's office.

The tools and implements will be sold at the Wall-st. stores on SATURDAY, Aug. 31, at 12 o'clock M.

LARGE SALE OF NEW MATERIAL.

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., Aug. 15, 1867.

By direction of the Quartermaster-General a large lot of new Quartermaster's stores and horse medicines will be sold at public auction, at Lincoln Depot, under the supervision of Brevet Lieut.-Col. James M. Moore, Quartermaster U. S. A., on MONDAY, Sept. 2, commencing at 10 A. M., consisting in part of

108 lbs. ingot copper,	90 coal oil lamps,
575 coal oil burners,	5,000 table legs,
4,600 tin cups,	17,444 lbs. asst. iron nuts,
2,500 lbs. iron wire,	7,481 lbs. iron and copper rivets,
658 lbs. R. R. and other spikes,	14,648 handles, axe, pick, plane, &c.,
103 carpenters', &c., clamps,	110 wagon saddletrees,
7,679 lbs. oil-tanned leather,	210 wrenches, Government pattern,
846 lbs. sole leather,	9 gang saws,
2,483 lbs. oakum,	244 yds. paper muslin,
177 lbs. Mica,	1,382 feet linen hose,
216 lbs. packing hemp,	200 feet gutta percha tubing,
271 spools W. and B. thread,	
8,160 feet coil chain,	

ALSO,

130 lbs. aloes,	39 lbs. iodide potassa,
100 lbs. calomel,	300 lbs. sulphate copper,
100 lbs. sugar lead,	100 lbs. alum,
546 lb sulphur,	362 lbs. glauber salts,
100 lbs. tartar emetic,	100 lbs. epsom salts,
75 lbs. corrosive sublimate,	100 lbs. nitrate potassa,
	56 lbs. cream tartar,

447 lbs. oils juniper, spike, amber, wintergreen, British, croton, hemlock, &c., &c.; 473 lbs. tinctures, lobelia, ginger, iodine, myrrh, hemlock, &c; red precipitate, spatulas, prescription scales, syringes, ointment, do. jars, &c., &c.

Catalogues of sale can be had upon application.
Terms: cash, in Government funds.
By order of Gen. C. H. TOMPKINS, Depot Quartermaster.
JAMES M. MOORE, Brevet Lieut.-Col., Q. M. in charge.

LARGE SALE OF PUBLIC PROPERTY.

OFFICE ARMY CLOTHING AND EQUIPAGE, ST. LOUIS, Mo., Aug. 15, 1867.

Will be sold at public auction, at the Depot of Army Clothing and Equipage, No. 907 North Main-st., St. Louis, on TUESDAY, the 3d day of September next, commencing at 11 o'clock A. M., to be continued from day to day, the following articles of army clothing and equipage:

72,000 Great Coats (Footmen's.)
58,000 Great Coats (Horsemen's.)
50,000 Uniform Hats.
50,000 Ostrich Feathers.
50,000 Hat Cords and Tassels (Blue.)
50,000 Forage Caps.
3,111 Uniform Frock Coats.
45,000 Uniform Jackets.
8,451 Veteran Reserve Jackets.
328 Knit Jackets.
18,680 Lined Sack Coats.
66,212 Unlined Sack Coats.
7,000 Overalls.
6,000 Stable Frocks.
83,425 Knit Shirts.
6,945 Knit Drawers.
20,000 Leather Neck-stocks.
1,000 Worsted Sashes.
262 pairs Boots.
16,653 pairs Bootees.
12,890 pairs Trousers, (Footmen's.)
15,600 pairs Trousers, (Horsemen's.)
50,000 Haversacks.
50,000 Knapsacks.
25,000 Rubber Blankets.
63,500 Woolen Blankets.
20,000 Pickaxes.
15,400 Pickax Handles.

These articles are all new and offer great inducements to dealers throughout the country.
A small quantity of damaged property will be sold at the same time and place.
Samples of all can be seen at the depot within ten days of sale, and catalogues had.
TERMS—Cash in Government funds; ten per cent. down and the balance before the goods are taken from the depot, which must be within five days after the sale, under forfeiture of the purchase and the ten per cent. deposited. By order of the Quartermaster-General,
JOHN F. RODGERS, Captain and Military Storekeeper.

FIFTY-THIRD AUCTION SALE.

75,000
TONS SCRANTON COAL,
ON WEDNESDAY, AUG. 28, 1867.
NEW-YORK, Aug. 17, 1867.

The DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY will sell, by Messrs. JOHN H. DRAPER & CO., Auctioneers, at the Company's salesroom, No. 26 Exchange-place, corner of William-street, New-York, on WEDNESDAY, Aug. 28, at 12 o'clock noon.

SEVENTY-FIVE THOUSAND TONS

of fresh-mined coal, from the Lackawanna regions, of the usual sizes, deliverable at their depot, Elizabethport, N. J., during the month of September, 1867.
Also, at the same time and place,
TEN THOUSAND TONS,
deliverable at Washington, N. J.
Terms—Fifty cents per ton, payable in current funds on the day of sale, and the balance within ten days thereafter, if required, at the office of the Company.
JOHN BRISBIN, President.

EDWARD M. BROWN, Auctioneer.

BY T. R. MINTURN.

THIS DAY, Saturday, Aug. 24, at 11½ o'clock, within the store:
195 boxes fresh Malaga lemons, landing ex steamer *Erin* from Liverpool.
1 cask Sicily wine.
Immediately after in front of store:
1 licensed vender's horse, wagon and harness.

OFFICE OF ASSISTANT QUARTERMASTER GENERAL, No. 17 STATE-ST., NEW-YORK CITY, Aug. 17, 1867.

IN PURSUANCE OF ORDERS FROM the War Department, I will sell at public auction, at Fort Wadsworth, New-York Harbor, on MONDAY, the 26th inst., at 11 o'clock A. M., the following property, viz.:
Four barracks, each 58.9x22.4x30.
Two mess rooms and kitchens, each 58.9x22.4.
One officers' quarters, 80.10x22.12.
One hospital laundry, 100x21x15.
One building, 45.5x21.6.
Terms of sale cash on rendition of accounts by the Auctioneer.
A deposit of 10 per cent. on amount of bids will be required.
RUFUS INGALLS, Brevet Major-Gen. and A. Q. M. G.

NOTICE IS HEREBY GIVEN THAT under and by virtue of a certain instrument of indenture, dated the sixth day of February, in the year one thousand eight hundred and forty-nine, made and entered into between EDWARD K. COLLINS, JAMES BROWN, ELISHA RIGGS, WILLIAM S. WETMORE and STEWART BROWN, of the first part; PROSPER M. WETMORE, of the second part, and the United States of America, by JOHN Y. MASON, Secretary of the Navy of the United States, of the third part, and for the purpose of obtaining repayment of the sum of one hundred and fifteen thousand and five hundred dollars, being the amount of the outstanding balance of advances due, unpaid and unrefunded to the United States, with interest thereon from the twentieth day of February, in the year one thousand eight hundred and fifty-eight, I will on the first day of November, in the year one thousand eight hundred and fifty-eight, at 12 o'clock at noon sell at the Merchants' Exchange, at the City of New York, at public auction, for cash, the steamship *Atlantic*, her tackle, apparel, &c.
PROSPER M. WETMORE, Trustee.
NEW-YORK, April 19, 1858.

The above sale having been postponed from time to time to this date, it is hereby again postponed until THURSDAY, October twenty, one thousand eight hundred and sixty-four, at the Merchants Exchange Salesroom, No. 111 Broadway, in the City of New-York, at twelve o'clock at noon.
PROSPER M. WETMORE, Trustee.
NEW-YORK, May 31, 1864.

The above sale is postponed till WEDNESDAY, November thirty, one thousand eight hundred and sixty-four, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, October 20, 1864.

The above sale is postponed till THURSDAY, January twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, November 30, 1864.

The above sale is postponed till THURSDAY, March twenty-three, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, January 26, 1865.

The above sale is postponed till WEDNESDAY, April twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, March 23 1865.

The above sale is postponed till WEDNESDAY, May twenty-four, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, April 26, 1865.

The above sale is postponed till Wednesday, June 28, 1865 at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, May 24, 1865.

The above sale is postponed till WEDNESDAY, August 23, 1865, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, June 28, 1865.

The above sale is postponed till THURSDAY, October twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, Aug. 23, 1865. aug24-lawtoct26.

The above sale is postponed till THURSDAY, December twenty-eight, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK October 26, 1865. oc27-lawtod28

The above sale is postponed till THURSDAY, March twenty-nine, one thousand eight hundred and sixty-six, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, Dec. 28, 1865. d29-lawtom29

The above sale is postponed till THURSDAY, May thirty-first, one thousand eight hundred and sixty-six, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, March 29, 1866. mh30-lawtom31

The above sale is postponed till THURSDAY, July twenty-six, one thousand eight hundred and sixty-six at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, May 31, 1866. jel-lawtojy26

The above sale is postponed till THURSDAY, October twenty-fifth, one thousand eight hundred and sixty-six, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, July 26, 1866. jy27-lawtooc25

The above sale is postponed till THURSDAY, December twenty-seventh, one thousand eight hundred and sixty-six, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, Oct. 25, 1866. oc26-lawtodec27

The above sale is postponed till THURSDAY, January thirty-first, one thousand eight hundred and sixty-seven, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, Dec. 27, 1866. dec28-lawtojan31

The above sale is postponed till THURSDAY, March twenty-eighth, one thousand eight hundred and sixty-seven, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, Jan. 31, 1867 feb1-lawtomh28

The above sale is postponed till THURSDAY, May thirtieth, one thousand eigth hundred and sixty-seven, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, March 28, 1867 mh29-lawtomy30

The above sale is postponed till THURSDAY, August twenty-ninth, one thousand eight hundred and sixty-seven, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, May 30, 1867. my30-lawtoau29

AUCTION SALES.

MORRIS WILKINS, Auctioneer.

CONDEMNED STORES, PROVISION, CLOTHING, &c.,

at auction, by order of Chief of Bureau of Provision and Clothing.

E. H. LUDLOW & CO. will sell at auction, on WEDNESDAY, Aug. 28, 1867, at 12 o'clock, at the United States Navy-yard, Brooklyn, N. Y., a large quantity of Provision, Clothing, small stores, &c., consisting in part as follows:

PROVISION.

7,877 lbs. bread.	49 lbs. tea.
489 bbls. beef.	18,727 lbs. coffee.
338 bbls. pork.	27,770 lbs. butter.
25 bbls. flour.	195 lbs. desiccated potatoes.
8,318 lbs. rice	884 gallons beans.
14,092 lbs. dried apples.	16 940 lbs. cabbage in curry.
51,735 lbs. pickles.	
12,468 lbs. sugar.	

CLOTHING.

45 pea jackets.	474 blue flannel over shirts.
270 round jackets.	661 blue flannel under shirts
114 blue flannel jumpers.	361 blue flannel drawers.
153 cloth trowsers.	728 yards satinet.
122 satinet trowsers.	153 yards flannel.
10 canvas duck trowsers.	18 yards sheeting.
48 sheeting frocks.	237 yards canvas duck.
22 yards nankeen.	212 pairs calf shoes.
31 mattresses.	268 pairs kip shoes.
99 blankets.	49 pairs boots.
70 cloth caps.	38 pairs socks.
12 silk handkerchiefs.	25 pairs mittens.
79 seamless coats.	152 pairs pilot cloth trowsers
598 yards pilot cloth.	6 straw hats.
2,420 yards blue cloth.	

SMALL STORES.

1,899 lbs. tobacco.	534 lbs. sewing silk.
424 lbs. soap.	514 lbs. thread.
6,901 bottles mustard.	11,300 bottles pepper.

Also, a quantity of buttons, ribbon, tape, brushes, &c.

CONTINGENT.
1,000 lbs. candles, lot scales, weights, measures, &c.
GEORGE F. CUTTER, Paymaster, U. S. N.

B. H. KERR, Auctioneer.

UNITED STATES MARSHAL'S SALE.

By virtue of a writ of venditioni exponas issued out of the District Court of the United States for the Southern District of Florida, to me directed, I will sell at public auction, on SATURDAY, the 12th day of October next, at 10 o'clock A. M., at the corner of Front and Duval sts., Key West, the prize steamer PEARL, and machinery, as she lies on a bank, about two miles from the harbor of Key West.

Also, the tackle, apparel and equipment of said vessel.

The PEARL is a Clyde-built side-wheel iron steamer, 182 feet long, 19 feet 6 inches beam, 168 tons, gross; 72 tons, net, British measurement; has double inclined low-pressure engines, two cylinders each, 40 inches in diameter, 50 in stroke, 120 horse power; two tubular boilers; shaft 9¾ inches in diameter; wheels 24 feet—patent feathering buckets.
G. D. ALLEN, U. S. Marshal Southern District of Florida.
KEY WEST, Aug. 14, 1867.

HENRY H. LEEDS & MINER, Auctioneers.

BILLIARD SALOON.

HENRY H. LEEDS & MINER will sell at auction on SATURDAY, Aug. 24, at 12 o'clock, at No. 54 East 12th-st., corner of Broadway:

The well-known billiard and liquor saloon known as the Arctic Retreat, comprising billiard tables, with cues, counters and markers; settees, stoves, glass cases, casks, gas fixtures, bar and lunch counters, shelving, fixtures, tables, chairs, &c.; together with the lease and good will. The above offering an excellent opportunity for persons wishing to embark in a lucrative and paying business.

BENJ. F. THEALL, Auctioneer.

HOUSEHOLD FURNITURE,

MIRRORS, CARPETS, BOOKS, &c.

By THEALL & BROS., THIS DAY, (Saturday,) at 10½ o'clock, at their salesroom, No. 62 Liberty-st., a general assortment of Household Furniture, viz.: Carved rosewood and walnut parlor and library suites, in satin and reps; walnut French bedsteads, dressing-bureaus, washstands, sofas, enameled bedroom suites, feather beds, curled hair mattresses, extension dining tables, china and glass ware, &c. Catalogues now ready.

JAMES M. MILLER, Auctioneer.

PROPERTY ON GREENWICH AND HUDSON STS., TO BE SOLD BY ORDER OF THE SUPREME COURT, under the direction of John S. Lawrence, Referee.—JAMES M. MILLER will sell at public auction, on WEDNESDAY, Aug. 28, 1867, at the Exchange Salesroom, No. 111 Broadway:

GREENWICH-ST.—The premises No. 723 Greenwich-st., being 18 feet 10 inches front, 20 feet 8½ inches rear, 68 feet 10¼ inches on northerly side and 76 feet 7 inches on the southerly side, with a three-story and basement brick house, 18.10x38.3, and two-story brick extension, 18.10x11.4.

HUDSON-ST.—The premises No. 577 Hudson-st., being 27 feet front and rear by 100 feet in depth on each side, on which is a first-class four-story brick building, 27x75, with an extension 27.25. On the first floor is a store 20x75.

For maps and further particulars apply to J. S. LAWRENCE, Referee, No. 217 Broadway, or at the office of the auctioneer, No. 20 Pine-st.

PROPOSALS.

GOVERNMENT SALE OF THE MILITARY RAILROAD AT BRAZOS SANTIAGO, TEXAS.

OFFICE CHIEF QUARTERMASTER, FIFTH MILITARY DISTRICT, NEW-ORLEANS, La., July 9, 1867.

Sealed proposals will be received at this office until 12 M., Aug. 24, 1867, for the purchase of all the right, title and interest of the United States in and to the United States Military Railroad from Brazos Santiago to White's Ranche, Texas.

The sale will include the entire track and sidings, buildings, water stations, turn-tables, &c., the railroad materials, and supplies pertaining to the road, together with the rolling stock, cars, machinery, and other equipment, as follows:

4 Claw Bars.
2 Shackle Bars.
2 Pinch Bars.
4 Square Brasses.
2 Sh ping Boxes.
7 Flat Cars.
130 Railroad Chairs.
25,000 Pounds Railroad Chairs.
1 Push Car Frame.
2 Crow Feet.
4 Railroad Frogs and Switch Stands
1 Track Gauge.
9,560 Pounds Railroad Iron.
1 Locomotive and Tender.
1 Locomotive.
1 Head-light Locomotive.
14 Coupling Links.
4 Spike Mauls.
2 Spike Punches.
586 Pounds Car Springs.
2 Jackscrews and Levers.
289 Pounds Railroad Spikes.
8½ Miles Railroad Track.
2 Turn Tables.
625 Cross Ties.
1 Fire Tongs.
2 Push Car Wheels.
2 Screw Wrenches
1 Cooking Stove.
1 Stove.
3 Hand Cars.
1 Push Car.

The sale will not include the title to the land, which does not belong to the United States, nor the bridge over the Boca Chica.

This road is about ten miles in length, and extends from Brazos Santiago to White's Ranche, on the Rio Grande. From this point connection is made by steamer with Brownsville and Matamoras.

The route is the shortest and best for the immense traffic between the Gulf of Mexico and the interior of Southern Texas and Northern Mexico, and the communication by rail alone can readily be extended to Brownsville.

The road already completed saves thirty miles of difficult and tortuous navigation. The road is five feet gauge, good ties, T rail, and full spiked.

The property may be inspected on application to Capt. C. H. Hoyt, A. Q. M., Brownsville, Texas, and any information desired may be obtained from that officer, or from the office of the Chief Quartermaster, Fifth Military District, New-Orleans, La.

A condition of the sale will be that transportation shall be furnished for all Government troops and supplies whenever required, at rates not to exceed those paid by the United States to other railroad companies in the Fifth Military District.

The terms of payment accepted will be those considered the most favorable to the Government.

Ten per cent. cash, in Government funds, to be paid on acceptance of proposal.

The Government reserves the right to reject any or all proposals.

Proposals should be indorsed "Proposals for the purchase of Brazos Santiago and Rio Grande Railroad," and addressed "Brevet Lieut.-Col. A. J. McGONNIGLE, A. Q. M., U. S. Army, office Chief Quartermaster, Fifth Military District, New-Orleans, La."
A. J. McGONNIGLE, Brevet Lieut.-Col. and A. Q. M., U. S. Army, In charge of office.

TO CONTRACTORS.

HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, CHIEF-QUARTERMASTER'S OFFICE, FORT GIBSON, C. N., Aug. 2, 1867.

Sealed proposals, in duplicate, will be received at this office until 12 o'clock M., Sept. 10, 1867, for furnishing to the United States Quartermaster's Department,

6,000 bushels of good merchantable corn, or its equivalent in Oats or Barley, per month, in manner following:
3,000 bushels to be delivered at Fort Gibson, C. N., monthly.
2,000 bushels to be delivered at Fort Arbuckle, C. N., monthly.
500 bushels to be delivered at Harland's Ranche, monthly.
500 bushels to be delivered at North Fork, Creek Nation, monthly.

2. Proposals must in all cases specify the kind and quantity per month the bidder desires to furnish, whether in sacks or otherwise, and what charge, if any, will be made for the packages, and may be for the whole or any part of the quantity required, at either or all of the above-named places.

3. Each bid must be accompanied by a good and sufficient guarantee from two responsible parties, setting forth that, in the event a contract is awarded, they will give ample bonds and security for the faithful performance of the same.

4. The Government reserves to itself the right of rejecting any or all bids received.

5. All deliveries of grain made under any contract which may be awarded are to be subject to a rigid inspection by an officer or agent appointed on the part of the United States.

6. Proposals should be indorsed, "Proposals for furnishing Corn, Oats or Barley," and addressed to the undersigned.

7. Payment to be made in Government funds monthly, or as soon thereafter as money shall have been received for that purpose.

Bidders are invited and earnestly requested to be present at the opening.
A. S. KIMBALL, Captain and A. Q. M. U. S. A., Chief Q. M. Dist. I. T.

CHIEF QUARTERMASTER'S OFFICE, SECOND MILITARY DISTRICT, NORTH AND SOUTH CAROLINA, CHARLESTON, S. C., Aug. 17, 1867.

SEALED PROPOSALS WILL BE RECEIVED at this office until 12 o'clock M. on MONDAY, the 16th day of September, 1867, at which time they will be opened, for the purchase of the following property:

Wreck of steamer *Boston*, in Ashepoo River.
Wreck of steamer *George Washington*, in Coosaw River.
Wreck of steamer *Chasseur*, in Scull Creek.
Wreck of steamer *Randolph*, in Charleston Harbor.
Wreck of steamer *Etiwan*, in Charleston Harbor.

Bidders will state the amount offered for each wreck.
The wrecks will be sold separately and to the highest bidder, unless such bid be deemed unreasonable.
Proposals must be addressed to the undersigned, and marked "Proposals for purchase of wrecks."
R. O. TYLER, Bvt. Maj.-Gen. Dept. Quartermaster-Gen., U. S. A.

NOTICE TO CONTRACTORS.

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, KINGSTON, N. Y., Aug. 12, 1867.

Proposals will be received at this office until Sept. 20, 1867, for the grading, masonry, bridging and iron of the Eastern Division of this Road. Maps, plans and specifications will be furnished on and after Sept. 1, 1867, by the Chief Engineer, William E. Morris, Esq., at Kingston, N. Y. All other information furnished at this office.
THOMAS CORNELL, President.

IRON AND METALS.

THOS. J. POPE & BROS.,

PIG IRON, METALS, RAILS, &c.,
No. 292 Pearl, near Beekman-st., New-York
CONSIGNMENTS SOLICITED

AMUSEMENTS.

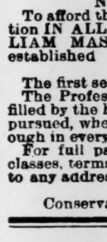
THE BARNUM AND VAN AMBURGH MUSEUM AND MENAGERIE COMPANY.

Broadway, between Spring and Prince sts.

MR. G. L. FOX,
supported by the
TALENTED PANTOMIME COMPANY.
EVERY AFTERNOON AT 2½, EVENING AT 8,
in the comic fairy pantomime,
MOTHER GOOSE AND HER GOLDEN EGG.
To be seen at all hours,
THE CONTENTS OF THE UTICA MUSEUM.
GORDON CUMMING, the Lion-Slayer's Collection.
PROF. HUTCHINGS...LIGHTNING CALCULATOR
A MAMMOTH FAT INFANT,
DWARF, CIRCASSIAN GIRL, TEN LIVING SEALS,
LIVING SNAKES, MONKEYS, LEARNED SEAL,
HAPPY FAMILY, GRAND AQUARIA, &c.
OVER 300,000 CURIOSITIES.
Admission, 30 cents. Children under ten, 15 cents.

WORRELL SISTERS' NEW-YORK THEATRE—NO. 728 BROADWAY.

IMMEDIATE SUCCESS
OF
Mr. AUGUSTIN DALY'S new picturesque drama,



UNDER THE GAS-LIGHT

nightly witnessed by fashionable and crowded audiences, who re-demand
THE GREAT SENSATIONAL SCENES AND INCIDENTS.
THE TOMBS POLICE COURT.
THE PIERS OF THE CITY AND RIVER BY STARLIGHT.
THE GREAT RAILROAD SCENE.
THE SENSATION OF THE SEASON!
"UNDER THE GASLIGHT"—MATINEE, SATURDAY. Seats secured six days in advance.

NEW-YORK CONSERVATORY OF MUSIC,

(Formerly Edward Mollenhauer's Musical Conservatory)
No. 82 5th-av., corner of 14th-st.; No. 830 Broadway, and No. 116 Remsen-st., Brooklyn, N. Y., will reopen MONDAY, Sept. 2, 1867.

The best professors in Europe and America are engaged, and the price of instruction so regulated that the immense advantages of the institution will be available to all.

The subscription books are now open at the offices of the Conservatory.

For full particulars see circulars.
EDWARD MOLLENHAUER, A. F. LEJEAL, HENRY MOLLENHAUER, } Musical Directors.
S. N. GRISWOLD, Secretary.
N. B.—The great Rubenslund is engaged as Professor.

A.—THE BANKERS' AND MERCHANTS' SECOND GRAND PRESENTATION ENTERTAINMENT

will positively take place on
SATURDAY, AUG. 24, 1867,
AT IRVING HALL, NEW-YORK,
for which occasion the following distinguished artists have been engaged:
Miss Fannie Stockton, Mme. Carlotta Pozzoni, Mr. G. C. Lockwood, Mr. A. Sedgwick and Mr. J. R. Thomas.
Conductor..........Mr. A. Sedgwick
The programme will consist of selections from English, Irish, Scotch and Italian composers.
Tickets $1 each. For sale at the banking-house of Clark, Webster & Co., No. 62 Broadway, New-York, or sent by mail on receipt of price and stamp for return postage.
All communications must be addressed to
CLARK, WEBSTER & CO., No. 62 Broadway, New-York.

MASON & THOMAS' CONSERVATORY OF MUSIC.

NO. 129 5TH-AV., NEW-YORK.
To afford the advantages of a thorough musical education IN ALL BRANCHES, at a moderate cost, WILLIAM MASON and THEODORE THOMAS have established
A CONSERVATORY.
The first session to commence on MONDAY, Sept. 16.
The Professorships in every department have been filled by the highest talent, and the system of culture pursued, whether vocal or instrumental, will be thorough in every respect.
For full particulars as to the various courses and classes, terms, &c., see circulars, which will be mailed to any address on application to the undersigned.
MASON & THOMAS.
Conservatory Office, No. 129 Fifth-av., New-York.

EXCURSIONS.

EXCURSIONS FOR KEYPORT—FARE 25 CENTS!—The new, fast and commodious steamer HOLMDEL, Capt. H. E. ACKERSON, will run between Keyport and New-York, landing at short pier No. 26, first above Barclay-st., as follows, during the month of August: Leave Keyport daily (Sundays excepted) at 7 P. M., and
LEAVE NEW-YORK ON
Saturday, 17th, at 2½ P. M. Wednesday, 21st, at 11 A. M.
Tuesday, 20th, at 10 A. M. Thursday, 22d, at 11 A. M.

DAILY EXCURSIONS TO GLEN COVE AND ROSLYN.—Landing at White Stone, Baylis' Dock, Great Neck, Sands' Point, Mott's Dock and Glen Wood. On and after MONDAY, June 3, the steamer ARROWSMITH, Capt. MUTTEE, will leave Peck-slip, Pier No. 24 East River, every morning, at 9¼, for the above landings; returning will leave Roslyn at 3½ P. M.

A.—REGULAR SUNDAY EXCURSION—Boats to Harlem, High Bridge and Westchester County.—Steamers SYLVAN STREAM, SYLVAN GROVE and A. WINANTS will leave Peck-slip every hour from 9 A. M. until 6:30 P. M.; leave Harlem every hour from 10 A. M. until 6:30 P. M., landing at 8th-st. each way. Fare to Harlem 15 cents.

A SUNDAY EXCURSION BOAT FOR College Point, City Island, New-Rochelle and Long Island Sound. Steamer NELLIE WHITE, Capt. SECOR, will leave Peck-slip SUNDAY, Aug. 25, at 9 o'clock A. M. Returning, leaves New-Rochelle at 4 P. M.; landing at 8th and 37th sts. each way.

SUNDAY EXCURSION FOR GLEN COVE.—The steamer ARROWSMITH will leave Peck-slip at 9¼ A. M. for Whitestone, Sands' Point, Glen Wood and Roslyn. Returning will leave Roslyn at 3½ P. M., and Glen Cove at 4¼ P. M., landing at 8th- and 37th-st., each way.

A SUNDAY EXCURSION BOAT TO UNION, Rossville, Woodbridge, Tottensville, Amboy and Keyport. Steamer PERRY, Capt. GOODWIN, leaves Barclay-st. SUNDAY, Aug. 25, at 9 A. M. Returning, leaves Keyport 3 o'clock P. M.

PUBLIC NOTICES.

CORPORATION NOTICE—PUBLIC NOTICE is hereby given, to the owner or owners, occupant or occupants of all houses and lots, improved or unimproved lands, affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

1st. For building sewer in 1st-av., between 74th and 79th sts., with branches.

2d. For building sewers in Monroe and Henry sts., between Pike and Rutgers sts., and Henry-st., between Catharine and Market sts.

3d. For building sewers in Houston-st., between Thompson and Laurens sts., and Commerce, between Barrow and Bedford sts.; Cornelia-st., between Bleecker and 4th-sts.; Leroy-st., between St. Luke's-place and Bedford-st.; Hudson and Greenwich sts., between West 10th and Hammond sts.; Bleecker-st., between Hammond and Bank sts.

4th. For building receiving basins and culverts at northwest corner of 1st-av. and 45th-st.; northwest corner of 8th-av. and 54th-st.; southeast corner of Broadway and 59th-st.; northwest corner of 7th-av. and 32d-st., and southeast corner of 8th-ay. and 32d-st.

5th. For flagging the southwest corner of 27th-st. and 2d-av.

6th. For setting curb and gutter and flagging 92d-st., between 1st and 2d avs.

The limits embraced by such assessment include all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on

1st. The west side of 1st-av. and both sides of 2d-av., from 74th to 79th sts.; also all the lots on all the blocks lying between 73th and 78th sts. and the 1st and 2d avs.; also both sides of 78th-st. from 1st to 3d avs.; also the east side of 3d-av. from 77th to 79th sts.

2d. Both sides of Henry-st. between Pike and Rutgers sts. and between Catharine and Market sts.; also both sides of Monroe-st. between Pike and Rutgers sts.

3d. Both sides of Houston-st. between Thompson and Laurens; also both sides of Commerce-st. between Barrow and Bedford sts.; also both sides of Cornelia-st. between Bleecker and 4th sts.; also both sides of Leroy-st. between St. Luke's-place and Bedford-st.; also both sides of Hudson-st. between West 10th and Hammond sts.; also both sides of Greenwich-st. between Hammond and Perry sts.; also both sides of Bleecker-st. between Hammond and Bank sts.

4th. The north side of 45th-st. between 1st and 2d avs.; also the north side of 54th-st. and the south side of 55th-st. between 8th and 9th avs., and the west side of 8th-av. between 54th and 55th sts.; also the south side of 59th-st. and the east side of Broadway, to the extent of half the block from the southeast corner of Broadway and 59th-st.; also the west side of 7th-av. between 32d and 33d sts.; also the south side of 32d-st. between 7th and 8th avs.

5th. Four lots on westerly side of 2d-av., commencing at the southwest corner of 2d-av.

6th. Both sides of 92d-st., from 1st to 2d avs.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing, to one of the undersigned, at their office, No. 32 Chambers-st., basement New Court-house, within thirty days from the date of this notice.
JACOB F. OAKLEY,
JOHN D. OTTIWELL,
ISAAC O. HUNT,
Board of Assessors.
OFFICE BOARD OF ASSESSORS, New Court-house, Aug. 23, 1867.

DEPARTMENT OF THE INTERIOR, UNITED STATES PATENT OFFICE, WASHINGTON, Aug. 7, 1867.

ON THE PETITION OF HENRY WATERMAN, of Hudson, New-York, praying for the extension of a patent granted to him the 15th day of November, 1853, and reissued the 9th day of July, 1867, for an improvement in Safty-valves for Locomotive Engines for seven years from the expiration of said patent, which takes place on the 15th day of November, 1867, it is ordered that the said petition be heard at the Patent Office on Monday, the 28th day of October next, at 12 o'clock M.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing; all testimony filed, by either party, to be used at the said hearing, must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

Depositions and other papers, relied upon as testimony must be filed in the office twenty days before the day of hearing; the arguments, if any, within ten days after filing the testimony.

Ordered, also, that this notice be published in the *Republican* and the *Intelligencer*, Washington, D. C., and in the *Times*, New-York, N. Y., once a week for three successive weeks; the first of said publications to be at least sixty days previous to the day of hearing.
T. C. THEAKER, Commissioner of Patents.

OFFICE OF COLLECTOR OF INTERNAL REVENUE, FOURTH COLLECTION DISTRICT, STATE OF NEW-YORK (comprising the Third, Fifth, Sixth and Eighth Wards of the City of New-York), No. 61 Chambers-street.

ANNUAL TAX NOTICE.

Notice is hereby given that the annual list of taxes assessed in the above Collection District for the year beginning May 1, 1867, has been received from the Assessor, and that the duties, taxes and licenses therein specified have become due and payable. The undersigned will attend personally, or by his deputy, at his office, No. 61 Chambers-street, daily (Sundays excepted), commencing on the second day of August ensuing, and ending on the second day of September, for the receipt of said duties, taxes, &c. The taxes included in the annual list are upon plate, carriages, yachts, billiard tables, pianofortes, gold watches, licenses, and upon incomes for the year 1866. All persons who shall neglect to pay the sums due by them respectively, according to the list aforesaid, within the time herein specified, will become liable to the penalties prescribed by law.
Office hours from 9 A. M. to 3 P. M.
J. F. BAILEY, Collector.
Dated New-York, July 15, 1867.

AMUSEMENTS.

THE FRENCH THEATRE.

ENGLISH TRAGEDY.
T. B. PUGH..........Lessee and Manager
MOST STARTLING TRIUMPH.
MRS. F. W. LANDER
(formerly Miss Davenport,)
in her magnificent impersonation of
ELIZABETH,
QUEEN OF ENGLAND,
in the English version of Giacommetti's fine tragedy of the same name.
THIS EVENING,
MR. JAS. H. TAYLOR....as........EARL OF ESSEX
and an
ADMIRABLE COMPANY.

OPINIONS OF THE DAILY PRESS.

From the Daily Times.
Mrs. Landers' acting is simply admirable. We can recall few things more impressive than the scene, at the close of the fourth act, of the signing of *Essex's* death-warrant. If the true rendering of a deeply pathetic situation have power to move, there will be few dry eyes in the house as the drop falls on this act.

From the Herald.
She must be a daring actress who, following so quickly after Ristori, undertakes the great masterpiece of that talented woman. Mrs. Lander has, however, succeeded, and in her rendering of Elizabeth added new lustre to the honors which have heretofore graced her career as a great artiste. * * * We pronounce it equal to that of Ristori, perhaps superior in many points.

From the Tribune.
Mrs. Lander's *Queen Elizabeth* is a noble impersonation. In that really thrilling scene wherein the Queen signs the death-warrant of *Essex*, Mrs. Lander expressed—as well as such emotions could possibly be expressed in mimic life—love illimitable, pride indomitable, and anguish inexpressible. In the closing scenes she completely realized a perfect ideal of the wasted, worn, ineffably venerable, and awfully solitary sufferer, Till the breath left her body, the Queen never ceased to be the Queen.

From the World.
Mrs. Lander's personation of the title role reveals a very elevated order of dramatic talent. The many excellencies of her performance found prompt appreciation in the form of earnest applause.

From the Evening Post.
Mrs. Lander's natural ability, the thoroughness of her professional studies, no less than her winning personal qualities, have placed her in so high a position no one seems to have expected failure, in a character where to fail would imply no disgrace. * * * The portrayal of the real womanly feelings of *Elizabeth* was beautiful and touching beyond description. * * * With the fidelity of a true artist, Mrs. Lander gives her conception of *Elizabeth's* life a central consistency, which of itself should place her high among the world's best actresses.

From the Express.
Nowhere was the actress untrue to her conception of the part, or exaggerated in her impersonation. The charm of the woman asserted itself throughout.

POPULAR SCALE OF PRICES.
Admission..........75 cents
Reserved seats in Parquette and Private Boxes....$1 50
Private Boxes.......$6 00 | Proscenium Boxes....10 50
Dress Circle.......75 cents | Family Circle.......50 cents

The Box offices at Chickering's, No. 652 Broadway, W. Schirmer's music-store, No. 700 Broadway; Ruilmann's, No. 112 Broadway, and the French Theatre, open every day at 9 o'clock A. M., where seats may be secured FIVE DAYS IN ADVANCE.
Doors open at 7. Performance commences at 8 o'clock.

SPECIAL NOTICE.
In order to accommodate the patrons of the French Theatre during Mrs. Lander's engagement, arrangements have been made for omnibuses to run every five minutes from the corner of Union-square and Broadway to the theatre, from 7 to 8 o'clock P. M., free of charge.

WALLACK'S.

TO-NIGHT, COMMENCING AT 8,
ANOTHER TRIUMPH FOR LOTTA.
Brilliant artistic hit of
THE INCOMPARABLE LOTTA
in her personations of the two characters,
LITTLE NELL AND THE MARCHIONESS.
LITTLE NELL AND THE MARCHIONESS.
In a new four act dramatisation of
DICKENS' "OLD CURIOSITY SHOP,"
of that title, expressly adapted for her,
By JOHN BROUGHAM, ESQ.,
EVERY EVENING TILL FURTHER NOTICE,
LITTLE NELL AND THE MARCHIONESS,
DICKENS' STORY,
BROUGHAM'S DRAMA,
LOTTA'S IMPERSONATIONS.
Incidental to the drama a graphic representation of AN ENGLISH FAIR.

NIBLO'S GARDEN.

Lessee and Manager..........WM. WHEATLEY
THE BLACK CROOK,
RENEWED AND RECONSTRUCTED.
SATURDAY EVENING, Aug. 24,
THREE HUNDRED AND FORTY-THIRD
performance of the Great Spectacle, when it will be presented with
JARRETT & PALMER'S
GRAND PARISIENNE BALLET,
strongly reinforced by new Artistes,
NEW BALLETS, COSTUMES AND MUSIC.
Marston's great new scene,
AN ILLUMINATED BALLROOM,
in which will be given a
GRAND CARNIVAL AND MASQUERADE.
Seats secured six days in advance.

BROADWAY THEATRE—Admission 50 cents.

TWO PERFORMANCES THIS DAY.

MATINEE AT 1½.	EVENING AT 7¾.
THE FLORENCES AND	"CASTE" IN BOTH.
MATINEE AT 1½.	EVENING AT 7¾.
LAST FLORENCE AND	THE FLORENCES IN
"CASTE" MATINEE	THE NEW COMEDY
BUT ONE.	OF "CASTE."

BOWERY THEATRE.

LAST NIGHT OF THE SEASON.
Last night of the great actress and equestrienne, Miss LEO HUDSON.
LEO HUDSON unequaled in the world.
First time in the great Drama
EAGLE-EYE.
Miss LEO HUDSON as..........Mahontas.
The regular season commences Sept. 7.

BANVARD'S OPERA HOUSE AND MUSEUM.

Corner of Broadway and 30th-st.
Second and last week of the brilliant engagement of Miss KATE REIGNOLDS,
in Fulton & Maeder's sensational Drama of
DIAVOLA,
NOBODY'S DAUGHTER,
OR,
THE BALLAD-SINGER OF WAPPING,
presented in a very fine style.
Great success of the new and original gaming scene, introducing faro, roulette and keno.
Nobody's Daughter Matinees WEDNESDAYS and SATURDAYS.

600. BROADWAY OPERA HOUSE. 600.

ORIGINAL GEORGIA MINSTRELS. Great Slave Troupe EVERY NIGHT. MATINEE for ladies and children SATURDAY, at 2 P. M.

TERRACE GARDEN.

GRAND CONCERT OF THE ARION VOCAL SOCIETY.
The usual concert and entertainment of this Society will take place on SATURDAY EVENING, the 24th inst., at Terrace Garden, corner 58th-st. and 3d-av. The grounds will be brilliantly decorated and illuminated for the occasion.
Tickets 50 cents, admitting one gentleman and ladies.

TERRACE GARDEN.

3d-av., between 58th and 59th sts.
PHILIP BERNET..........PROPRIETOR.
THEODORE THOMAS'
POPULAR GARDEN CONCERTS.
NO CONCERT THIS (SATURDAY) EVENING.
On SUNDAY EVENING, AUG. 25, AT 7½,
ELEVENTH GRAND SUNDAY CONCERT.

MUSICAL.

KINDT & MANZ

MANUFACTURERS OF
GRAND AND SQUARE PIANO-FORTES.
WAREROOM, NO. 885 BROADWAY,
Between 17th and 18th sts., New-York.

IMPORTANT FOR BUYERS AND HIRERS OF PIANOS.
FOR SALE,
SEVEN-OCTAVE ROSEWOOD PIANOS, LOUIS XIV. STYLE.
WORTH $450, WILL BE SOLD
BY MONTHLY PAYMENT OF $4 50.
The Brooklyn Musical Instrument Saving and Loan Society, chartered by the State, is now three years in successful operation, and distributes Pianos among its members at the above rates.
The Society have so far distributed over one hundred Pianos, and they have given universal satisfaction. The Pianos are to be seen, and further information will be given, at the offices of the Society, No. 367 Fulton-st., under the Park Theatre. Letters to be directed to the Secretary, H. GOLDSMITH, at the office.
BOARD OF MANAGERS.
GERARD WILLETT, Prest. WM. KRAFT, Treas.
RUDOLPH FULLGRAFF, Vice-President. H. GOLDSMITH, Secretary.
D. S. S. GUY. CH. FIELD.
Dr. F. BOND. Dr. H. MEDLER.
A. KURTH. FR. DEPFUHL.
N. H. DAVIS.

WATERS' PIANO-FORTES—GRAND SQUARE AND UPRIGHT.—Melodeons, parlor, church, gem and cabinet organs, the best manufactured; warranted for six years. Second-hand pianos, melodeons and organs at great bargains, from $25 to $200. Any of the above instruments to let and rent applied if purchased; monthly installments received. Pianos tuned and repaired. Illustrated catalogues mailed. Manufactory and warerooms No. 481 Broadway, New-York.
HORACE WATERS & CO.

$50 TO $600.—THE LARGEST ASSORTMENT of new and second-hand piano-fortes in the City to let and sold on installments.
L. P. CUMMINGS, No. 8 Union-square.

WANTED—A SITUATION BY AN EXPERIENCED teacher of music, Latin and French, in a Seminary; will play organ; also furnish piano. Address MUSIC, No. 14 Vesey-st., for one week.

FURNITURE.

FURNITURE! FURNITURE!!

BRAUNSDORF & METZ, successors to Weil & Braunsdorf, offer their stock of well-assorted furniture, consisting of parlor, sitting-room, library, bedroom and dining-room suites, of the latest styles, to the public, at wholesale prices, at Nos. 125 and 127 Rivington-st., between Essex and Norfolk sts.
N. B.—All goods warranted.

REMOVAL.

WARREN WARD & CO.,
MANUFACTURERS OF COTTAGE FURNITURE,
Have removed to their
NEW WAREHOUSE,
Nos. 75 and 77 Spring-st., corner Crosby, one block east of Broadway, between the St. Nicholas and Metropolitan Hotels,
Where they are prepared to furnish every variety of
CHAMBER, PARLOR, LIBRARY AND DINING-ROOM FURNITURE,
BEDDING, &c. &c.
UNSURPASSED IN QUALITY AND AT THEIR USUAL REASONABLE PRICES.

ESTABLISHED 1844.

SPRINGMEYER BROS.

LATE J. H. BELTER & CO.,
FINE ROSEWOOD PARLOR FURNITURE,
PATENT ROSEWOOD BEDSTEADS,
PATENT ROSEWOOD BUREAUS,
(one lock controlling four drawers.
Also, Rosewood, Black Walnut and Oak Library, Dining and Bedroom Furniture.
No. 722 Broadway, New-York.
Factory, 3d-av., corner of 76th-st.

LOCAL INTELLIGENCE.

CENTRAL PARK.

Plans for the Amusement, Recreation and Entertainment of the Public by the Commissioners.

In the annual report of the Park Commissioners, to which we have previously called attention, a marked feature is made of the efforts of the Commissioners in the line of popular amusement, entertainment and recreation. The skating ponds, playgrounds and houses of entertainment come peculiarly under this classification and form a nucleus for future growths at once worthy of encouragement and extension. In reference to the facilities for and the practice of

SKATING,

the Commissioners say that during the first season a scanty supply of common-place American skates, with a few old-fashioned pairs of English manufacture, were all that could be discovered in the shop-windows. This matter of skating and the necessary implements had been fairly left to private enterprise from time immemorial, and the results showed that the varieties of skates were few and poor, and the varieties of skaters still fewer and poorer. A single year, however, developed a marked improvement. Ice there had always been; but ice preserved day after day in good order and order preserved day after day on good ice were attractive novelties, and the tide of invention was fairly set in the direction of this health-giving Winter amusement. When the second season opened the stores presented a very different aspect. There was competition everywhere, and new forms of skates were to be found carefully adapted to the needs, not only of skaters, but of learners, whether they happened to be men or women, boys or girls, or even young children. But little improvement was yet to be seen in the article offered to the expert. This was a problem that did not press for immediate solution, and the solid, highly-polished, high-priced, imported skate seemed to be in the ascendant. During the next two or three years, however, numberless experiments were made. Patents were taken out having, in one way or another, special reference to skates. Ingenuity was exerted in every minute detail. Nothing escaped attention; the wood, the brass, the steel, the leather, were all compelled to appear in new forms, not fantastically, but scientifically and analytically conceived. Every part has been from time to time modified and remodified, until now a maximum of ease, simplicity, elegance and durability seems to have been reached, and the only thing wanted in this line is, apparently, the machinery by means of which the best style of skate can be manufactured at a reasonable price. It is, also, clearly established that the public skating pond leads rapidly to the establishment of the private skating pond supported by subscription. The number of these enterprises is, as it should be, continually on the increase; they are legitimate results of an increasing interest in the art of skating, and serve to show how successful the Park has been as an educator of the public taste in this particular direction. Before the Park ices existed the citizens of New-York seemed to care but little for skating. Now it is found necessary to have extensive preparations for the especial use of skating clubs or private subscribers; and thus the end, so far as this particular amusement is concerned, seems to have justified and to be justifying the means adopted to arrive at it; for the Park skating-ponds may be said now to have taken their permanent position in the public estimation, and the main object of their maintenance as skating grounds seems to be fairly realized in fostering such a taste for skating, that when the young people grow up, or the older beginners become expert, they readily provide themselves for the sake of exercising their acquired skill in a more private manner. It is to be borne in mind, however, that the park ponds will always have a decided advantage in the attractiveness of their immediate surroundings; and as successful competition in this respect can hardly be looked for, even in the most liberally conceived private enterprises, they will be on this account, pleasantly remembered by many who in after years will make use of subscription ponds. On the whole, it may be said, that up to this time the influence of the Park on the amusement of skating has been beneficial, for it has directly encouraged habits of active Winter exercise in both old and young, and, indirectly, has stimulated invention and assisted in the development of a new branch of home manufacture. It has, moreover, by degrees, taught many of its former visitors to be almost entirely independent of it, and has induced them to undertake and carry to a successful issue, by private subscriptions, schemes that would otherwise never have been thought of as possible or desirable. It is not to be inferred from the great success that has attended the skating-ponds that similar general use of the playgrounds of the Park would be equally advantageous. It may seem but a very simple matter to throw open these grounds for use; but it is to be remembered that while ice is a substance which, when worn and cut out by the skaters, renews itself, and its surface can be refitted for use by inexpensive machinery, the tender verdure that constitutes the turf, when worn, is not readily restored to a condition that renders its appearance agreeable. Further than this all the spaces of the Park that are available for playgrounds are limited in extent, and any use of them as playgrounds should be subordinate to the principal idea of the design, which is to provide an agreeable recreating ground for the whole community.

In relation to grounds for

BALL PLAYING,

the Commissioners say it was deemed impracticable to satisfy the requirements of the numerous cricket, ball and other adult clubs within the area of the Park, and at the same time preserve in the grounds an appearance that would be satisfactory to the much more numerous class that frequent the Park for the enjoyment of the refined and attractive features of its natural beauties. While it is obvious that the practice of these clubs cannot be allowed in the Park without destroying some of its chief attractions, yet there is undoubtedly a degree to which play can be admitted. The problem is to ascertain this limit and to establish such regulations as will control it. It is thought that, by extending the privilege to boys attending public schools, the Park might be well made a valuable ancillary to the educational system of the City. The number of children would be sufficient to occupy the grounds to the fullest extent practicable. No unfriendly allegation of favoritism to one class or another would have any foothold for mischief. The children that attend the schools are the children of the people; with the assistance of their teachers the privilege of the Park play could readily be made an inducement to regular attendance at school and to diligence in study. Giving effect experimentally to these views during the past season, facilities for play have been extended to considerable numbers of the boys of the schools. At a late period in the season a circular was addressed to the principals of the schools, stating the arrangements of the Commissioners of the Park in this regard. At one part of the season play was allowed on the playground for two days in each week; at a later period, on three days in each week; and the increase of applications for play was such as to require the space known as the "green" for the same purpose. Seven thousand five hundred and twenty lads have played on the grounds, and there is every reason to believe that all the facilities that can be extended at the Park for this class of exercise will be required and fully used by the youth of the City. The development of this idea will not be limited to boys. It is intended next season to set apart one or more grounds where the girls of the schools can play at croquet and other games under regulations adapted to their amusement and protection. The Commissioners of the Park do not know of any instance of a satisfactory appearance being maintained in a public park where the play of games is generally allowed on the grass. Unsatisfactory results are certain to follow such play on the Central Park; and in the effort to pursue a medium course where so many interests are concerned, they will be careful to provide and maintain such thorough regulations as shall insure that the enjoyments in which the public now participate shall not be diminished. Convenient arrangements specially adapted to the amusement of a still younger class of children than those who are not yet quite equal to the sturdy conflicts of the active games that interest the older boys have appeared to be desirable. With the view of satisfying this apparent need, the Commissioners have made on the lower Park somewhat extensive arrangements for their accommodation, and designed to afford them opportunities for amusements suited to their age. A structure of adequate dimensions of a rustic character is in process of erection at an accessible point. It will be particularly closely roofed as a protection from sun and rain, and a family of apartments, open frame work to be covered with foliage. A smooth floor of 110 feet in diameter is contemplated, with benches, blocks, and other small facilities for children's amusement. This arbor-like structure is subdivided into compartments and corridors of divers shapes and dimensions by wide rustic seats or lounges, introduced between the uprights, in each of which tables are placed for the use of the children—the general aim being to provide for a number of groups, each of which can have the advantage of the accommodation without interference with the other. Around the outside of the structure is an open verandah, unoccupied by seats or tables, affording a running stretch of several hundred feet. In the immediate vicinity is the dairy, from which will be dispensed milk and other light and simple refreshments. A small, secluded green sward is provided, upon which children can tumble about when sunshine favors. This feature, which has been for some time in contemplation, is now being carried out on a tract of ground east of the playground and south of the Mall. The situation has been chosen after careful deliberation, because it is comparatively isolated and interferes with no other part of the design; it is not remote from the southerly boundary of the Park, and is easily approached by the protected system of footwalks from the Fifth, Sixth, Seventh and Eighth avenue entrances at Fifty-ninth-street.

MUSIC AND REFRESHMENTS

are recognized as public necessities with us, and up to a certain point the Commissioners have done what they could in providing both. The popular taste, however, demands more and something better. We do not care to discuss the relative merits of THOMAS and DODWORTH, or enter the delicate domain of chord and discord, but we are glad to know that efforts are in progress which will sooner or later crown the commendable efforts of the Commissioners in this matter with marked and undeniable success.

We regret that we cannot report the Casino arrangements as of the best. The people want and the Commissioners should provide a large, convenient resort, where respectable parties, ladies unattended, children with their nurses, everybody can go with perfect freedom, and be sure of getting what they need, at reasonable rates, and without a probability of meeting disreputable persons whose calling is as undisguised as their manners are bad. It is difficult, we know, to manage any house of public entertainment, in other words, to keep a hotel, so that the good and the bad, the reputable and disreputable, shall not be brought together, but it seems to us, and we have heard it from the people, that the Commissioners should have *all* things and *all* places in the Park under their absolute control, so that at the first indication of disorder, or the first symptom of aught that could offend the wives, mothers and daughters of our citizens, might be instantly suppressed. The scale of prices, too, should be equitable and not extortionate, and the person who orders half a dollar's worth of eatables or drinkables should be attended with as great courtesy as he who orders a basket of wine and a bevy of pigeons. These matters will all come right in time, no doubt, and when they do, we may well join the song of satisfaction so sonorously sung by the Commissioners in the year of our Lord 1867.

Music at the Central Park.

The Park Commissioners announce that if the weather is pleasant, there will be music by the Central Park Band on the Mall to-day, beginning at 4 P. M. The following is the programme:

PART I.
Salutatory—Park March.
1. Overture—"La Pluitre".....Auber
2. Quarry Mazurka.....Dodworth
3. Grand Selection from Lucia di Lammermoor.....Donizetti

PART II.
4. March—The New Star.....P. Carella
5. Overture—Semiramide.....Rossini
6. Polka—Cricket.....Jullien
7. Sailor Boy Lancers.....Weingarten

PART III.
8. Musical Tour of Europe.....Conradi
Synopsis: Departure from Berlin by Rail—Austria (Postilion Sounds—Switzerland (Rans des Vachas—Italy (Tarantella, Vive L'Italia)—France (Partant Pour la Syrie)—Spain (Bolero Grand)—On the Sea—A Storm—Scotland—England—Poland—Prussia—Hungary and Back by Rail to Berlin.
9. Waltz—Geistes Schwingen.....Lanner
10. Aria from Czar and Zimmerman.....Lortzing
11. Galop—"Will You Dance?".....Godwarth

OUT-DOOR SPORTS.

Base] Ball—Eureka, of Newark, vs. Mutual, of New-York.

The Mutuals gained a creditable victory over the Eureka Club yesterday, in the first game of a match at the Union Ground. Despite the threatening weather, the attendance was very fair. The ground was unfit to play on, mud and water lying around in all directions. Under this state of things, it was impossible for either club to make a handsome display in fielding. The ball was soggy from the effect of the continual soaking it received, and missed fly-catches were very numerous. The batting was very good, however, and both clubs did well in this respect. In the fifth inning the Mutuals got into an old-fashioned streak of batting, all bands scoring but PETERS, and HUNT and PIKE getting two runs each. The latter made a home run in this inning and one in the sixth, which, considering the condition of the ball, was a remarkable achievement. The Eurekas were two short of their first nine, and did not do justice to their reputation. The Mutuals made an experimental game of this. HATFIELD went behind the bat, PIKE to second, and the well-known ZELLER back in the nine at centre field. The change seemed to work very well, but MARTIN should be in the nine to change off with PETERS. With this addition the nine could not well be improved upon. We append the score:

MUTUAL.	Outs.	Runs.	EUREKA.	Outs.	Runs.
Pike, 2d b	3	4	Callaway, l. f.	1	5
C. Hunt, l. f	2	6	Mills, 1st b	3	3
Bearman, 1st b	5	3	Dockney, c	3	2
Waterman, 3d b	3	5	Currier, c. f	5	1
Peters, p	5	1	Osborne, r. f	4	3
Hatfield, c	2	4	Thomas, s. s	1	2
Zeiler, l. f	3	2	Hunt, 2d b	4	1
Devyr, s. s	3	4	Brientnal, 3d b	4	1
McMahon, r. f	2	5	Lex, p	2	3
Total	27	34	Total	27	21

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.
Mutual	2	4	2	4	10	6	4	0	2—34
Eureka	4	4	4	0	2	2	0	5	0—21

Fly-catches—Mutual, 10; Eureka, 10.
Out on fouls—Mutual, 9; Eureka, 8.
Out on bases—Mutual, 8; Eureka, 9.
Struck out—PIKE, 1.
Left on bases—Mutual 7; Eureka, 6.
Home runs—PIKE, 2.
Passed balls—HATFIELD, 8; DOCKNEY, 19; MILLS, 3.
Bases on called balls—Mutual, 2; Eureka, 2.
Umpire—Mr. CHARLES MILLS, of the Atlantic Club.
Scorers—Messrs. DONGAN and HOLDEN.
Time of game—Three hours and twenty minutes.

Quoits.

Some disappointment was felt at the non-appearance of the great Western quoit-player at MITCHELSON'S grounds, Eighteenth-street, Brooklyn, yesterday, where it was arranged for a match to come off by double sides for $300. A large company, however, was present, and the amateur players had some fine sport. Three closely-contested games were played by the members of the Brooklyn fraternity, with the following result:

FIRST GAME.

Light	16	Rogers	14
Mitchelson	5—21	Wright	5—19

SECOND GAME.

Munroe	12	Morris	7
Rogel	9—21	Williams	8—15

THIRD GAME.

Ferguson	11	Mitchelson	13
Light	10—21	Roberts	7—20

The Navigation at Hell Gate.

NEW-YORK, Aug. 19, 1867.

To the Editor of the New-York Times:

While reading your article on "Hell Gate and its Obstructions" in this morning's TIMES, I was reminded of a suggestion I heard made some few years ago, by a gentleman who had considerable experience in navigating that locality, for the relief of the navigators of this dangerous channel, which was to cut a good broad canal through Ward's Island, beginning about the "Hog's Back," and emptying into the eastern entrance of Little Hell Gate. This plan, he thought, would not cost as much as blowing out all the rocks and reefs, and would so alter the current and reduce its speed and volume in its old channels, as to do away with many of those conflicting eddies and currents which are such a puzzle and danger to vessels using this channel. B. W. N.

The Metropolitan Revenue Board.

The Board held a meeting yesterday and authorized the issuing of orders for the seizure of several distilleries and rectifying establishments, also of spirits, tobacco, &c., some of which are at present under detention.

Yesterday the bonded warehouse of THOMPSON & Co., in the Second District, was closed, and official disposition made of the contents.

Ten barrels of spirits at BOERUM'S rectifying establishment, corner of Tenth-avenue and Thirty-third-street, also were seized.

The resignation of Mr. TRACY, United States District-Attorney from the Brooklyn District, as a member of the Board, has not yet been acted upon. That gentleman was present at the session yesterday. Numerous conjectures are indulged by the attaches of the department as to the ultimate results of the recent movements instituted by Commissioner ROLLINS. But little doubt is entertained that not a few of the employes will be informed that their services are no longer required. It has transpired that several of the officers have a very "fat berth" way, to say the least of it, of attending to their duties, and as the employment of such persons is not likely to add largely to the receipts of the revenue, they will doubtless be the first to receive walking papers.

At present distillers and rectifiers are powerless to conduct business. They do not know at what moment their establishments may be seized, even if they are worked under the regular orders and rules of the Board; hence they prefer to let their stills remain idle rather than take a risk which involves so great a loss of money and so much inconvenience and annoyance.

Riotous Demonstrations in the Fourteenth Ward—The Police Resisted.

Last evening, shortly before 8o'clock, as Officer ASHMER GARRETT, of the Fourteenth Precinct, was passing through Mott-street, between Prince and Houston streets, he noticed a man lying on the sidewalk apparently drunk or sick. Taking a hold of him, the officer raised him to his feet with the intention of taking him to the station-house. Just as he did so, however, a burly Irishman, slightly under the influence of liquor came up, and applying to the officer the usual street expression of obloquy, ordered him to let the man alone. GARRETT told the man to attend to his own business, and was just starting with the man he had in charge, when the Irishman attacked him, and after a short tussel between the two, the assailant's superior strength enabled him to throw the officer to the ground. A crowd instantly gathered, and the tenement houses in the blocks poured forth hundreds of men and women, who roared around the beleaguered policeman with many expressions of intense satisfaction that an officer had been knocked down, and with that chivalrous spirit the race has so often displayed before under similar circumstances, when they saw themselves perfectly safe from bodily harm and the law's meshes, they insisted on taking an active part in the melee. GARRETT was pluck, however, and letting the original prisoner go, notwithstanding the infuriated crowd about him, laid hold of his Irish assailant, and endeavored to take him to the Station-house. He was utterly powerless, and would have fallen a victim to inmate hate of law and order, had not intelligence of what was going on been carried to Inspector LEONARD, and that official at once dispatched all the officers about the Central Office, four in number, to the scene of the difficulty, and at once telegraphed to the Fourteenth Precinct Station-house to send the reserves. Upon the receipt of this order, Sergeant LOONEY at once started to the scene of hostilities with twenty-two men. The four men from the Central Office, belonging to the Broadway Squad, had arrived first, and had marched upon the crowd at once, in order to attempt the rescue of GARRETT, who was on the ground in the clutches of the man who had taken his club from him and was using it upon his body. The Fourteenth Squad arriving a moment afterward, the whole body of Police, by dint of a free and energetic use of the club, at last drove the crowd from around GARRETT, and capturing his assailant dragged him by main force to the Fourteenth Precinct Station-house, followed by an immense crowd, which blocked the streets and surged an angry crowd up to the very doors of the Station-house, loudly growling their natural disappointment in not being permitted to make mince meat of a defender of the law. The originator of the riot—for such in reality it was—brought to the Sergeant's desk by main force, boisterously and obstinately refused to give his name or residence and the brute was dragged neck and heels down stairs and thrown into a cell. It was, however, discovered, from the expressions of sympathy and admiration on the part of the crowd, that he is a noted bully and fighter of the Fourteenth Ward, known to local fame as "JOHNNY." The incarceration of their chieftain being accomplished and the clubs of the officers being freely used as an incentive to that end, the crowd at last dispersed, and the uproar which had covered the whole district between Elizabeth, Crosby, Houston and Spring streets gradually subsided, and all further danger being averted, President ACTON, who had waited at the Central Office for the issue of the affair, departed for his home.

Officer GARRETT, although badly beaten and his clothes torn to shreds, sustained no serious injuries, and the other members of the force fortunately escaped unhurt. There were all sorts of wild rumors flying about the streets of officers being killed, and of guns and pistols being freely used, all of which were unfounded, the riot being an impromptu affair altogether, and the officers entirely unarmed. A noticeable feature of the affair was the valuable energy of the women in urging their male "frinds" on to attack the officers.

The officers were doubled on all the posts in the disturbed district, and up to a late hour last night there had been no recurrence of the difficulty. No arrests were made beyond that of "Johnny," the originator of this last manifestation of lawlessness upon the part of this class of citizens.

GENERAL CITY NEWS.

THE SECOND UNION COOPERATIVE BUILDING SOCIETY.—A meeting of the above Society was held at the Farmer Institute, Ludlow-street, last evening. The Secretary, Mr. A. ALLINGHAM, explained to those present that the object of the meeting was to obtain the sense of the members as to the propriety of issuing $1,000 shares on a payment of 50 cents weekly, also to discuss the project of purchasing a tract of land. He stated that the First Building Society had nearly completed their full list of membership, and were in a highly prosperous condition. There was no reason why the Second Building Society should not be equally prosperous. He thought it was an advantage to the poor man to have the shares fixed at the minimum price of $1,000, instead of $2,000, as in the First Society, because then there would be less difficulty in meeting the weekly payments. He also suggested that the appropriations might be effected by ballot, as then each member would have an equal chance, and the payment of a premium would be avoided. In the First Society the appropriations are disposed of by sale, the purchaser paying a premium. At the last meeting of the Second Society it was proposed to limit the scale of shares to $6,000. On motion, last evening, it was determined to fix the range at from $1,000 to $4,000. With reference to the manner of disposing of the appropriations, it was decided to take definite action on the subject at some future meeting, when the Society should have attained a firmer and more systematized organization. A number of gentlemen present then subscribed their names to the rolls of the Society, and paid the requisite initiation fee of 25 cents. From present indications, no doubt is entertained that the Society will eventually meet the wishes of its most ardent supporters.

STEAM ON THE CANALS.—A meeting was held at the Produce Exchange yesterday to take into consideration the expediency of introducing steam as a motive power on the canals. A new invention for the propulsion of canal boats by steam has been perfected and is said to work satisfactorily, the boat being moved with scarcely any perceptible disturbance of the water. Mr. ALFRED C. MASTERS presided at the meeting yesterday, and Mr. MARTIN acted as Secretary. Ex-Lieut.-Gov. ALVORD, Chairman of the Committee on Canals of the Constitutional Convention, addressed the meeting on the importance of the canals, and spoke very favorably of the invention referred to. Another meeting on the subject will take place shortly.

CRIMINAL FUGITIVES ARRESTED.—Detectives ELDER and MCCORD arrested AUGUSTUS and THEODORE TASK yesterday afternoon on a warrant issued by Alderman BEITLER, of Philadelphia, on a complaint of conspiracy to defraud. The prisoners were locked up at Headquarters, and soon after a writ of *habeas corpus* was issued upon Inspector DILKS to produce them before Judge BARNARD, at Supreme Court Chambers to-day.... Detective COYLE arrested ANTHONY WEIDEMAN yesterday, in obedience to a requisition issued by Gov. GEARY, of Pennsylvania, the prisoner being accused of grand larceny in the City of Pittsburgh. He will be taken on to that place to-day.

THE CENTRAL PARK.—A correspondent calls attention to the fact that few who visit the Central Park ever proceed to the upper portion, which in natural beauties far exceeds the lower part. Leaving the Eighth-avenue cars at One Hundred-street, following the course of the water from the little lake, ascending the hill, and winding over to One Hundred and Twelfth-street, nearly all the scenery of this portion of the Park can be viewed, and it is well worthy of all the encomiums bestowed upon it. A few years hence this will become the favorite portion of the Park.

OUTRAGEOUS ASSAULT.—Last night, about 9:30 o'clock, JAMES BRADY, a runner for a sailor's boarding-house, accosted two sailors named VICTOR HANSON and GEORGE HANSON at the corner of Cherry and Oliver streets, and attempted to "run" them into his house. Upon their refusal, BRADY attacked them with a club, smiting VICTOR severely and GEORGE slightly about the head. BRADY ran off after committing the outrage, but was soon afterward arrested by Officer DOMERY, of the Seventh Precinct.

PROBABLE MURDER.—Yesterday afternoon, at 4 o'clock, two women, living in the house No. 9 Crosby-street, engaged in a quarrel, when one, named DELIA BROWN, threw the other, named SARAH MCFEE, down a flight of stairs, the result of the fall being a compound fracture of the skull. The wounded woman was conveyed to Bellevue Hospital, and the woman DELIA having died at the moment of the outrage, has thus far succeeded in escaping arrest.

FOUNDLINGS.—Last evening Officer ALLISON, of the Eighth Precinct, found two babes, apparently twins, about three weeks old, in a coal-cart standing in Downing-street, near Bleecker-street. The castaways were comfortably dressed, but there was nothing about them to give a clue to the parents. They were taken to Police Headquarters, and will be turned over to the Commissioners of Public Charities.

ARRIVALS IN THE CITY.—Bishop Lay, or Arkansas; Gen. Pillow, of Tennessee; Hon. J. F. Joy, Detroit; Hon. John Magee, Watkins, N. Y.; and Hon. G. W. Cass, Pittsburgh, are at the St. Nicholas Hotel. Gen. T. Tilghman, Maryland; John D. Perry, St. Louis; and Judge Durell, New-Orleans, are at the Fifth-avenue Hotel.

ATTEMPTED SUICIDE.—At 5:30 o'clock yesterday afternoon a woman named JANE ANN BELL, residing in Thirteenth-street, near Second-avenue, jumped overboard from Pier No. 46 East River, with the design of committing suicide. She was rescued by Officer COMBOR, of the Seventh Precinct, and taken to the Station-house.

A BAD NEPHEW.—HENRY HARRISON, aged fifteen years, and employed by his uncle at No. 83 Murray-street, drew a check for $250 on the Irving Bank yesterday, in the name of his relative, and ran away with the money. The Police have been notified, and are in search of HARRISON.

ACCIDENT ON SHIP-BOARD.—JOSEPH SULLIVAN, a laborer, living at New-Brighton, S. I., fell through the hatchway into the hold of the schooner *Gen. Grant* yesterday afternoon, at Pier No. 9, North River, being severely injured. He was taken home by friends.

THE EMIGRATION COMMISSION.—The Emigration Commission will, this Summer, have been established twenty years, during which time four millions of emigrants have arrived at this port.

BROOKLYN NEWS.

FUNERAL OF A VETERAN SOLDIER.—The funeral of Capt. GEORGE B. MACOMBS, who died at his residence, in Fulton-avenue, suddenly, on Wednesday last, took place yesterday. The deceased went to the war in the First Fire Zouaves, and after an arduous campaign, in which he was wounded, returned to his home to recruit his health. After a brief sojourn at home he joined the One Hundred and Thirty-ninth New-York Volunteers, and fought his way to the command of a company in that gallant regiment, returning to his family at the conclusion of the war with two honorable wounds. His companions in arms yesterday followed his remains to their last resting place in Greenwood Cemetery. The following-named officers acted as pall-bearers: Col. Mulcahy, Capt. John H. B. Smith, (Coroner,) Capt. Fitzpatrick, Capt. Haynes, Capt. Lunney, Capt. Lock and Capt. Jones.

SLAUGHTER OF THE INNOCENTS.—The body of a babe, in a nude state, was yesterday afternoon found in the river near the Navy-yard cobb-dock, and Coroner SMITH took charge of it.

NEW-JERSEY.

ROBBED IN A BOARDING-HOUSE.—A young German named CHARLES GEITZ, who has been residing in St. Louis, came East three days since, on his way home to Germany, intending to sail in the steamer yesterday. GEITZ took board at the house of MATHIAS SMITH, at No. 150 Steuben-street, Jersey City, where he made the acquaintance of one of the boarders, named LAWRENCE PETZEL, and the latter probably became aware of the fact that GEITZ had all of his money—$365 in greenbacks and about $12 in gold and silver coin—locked up in his trunk. On Thursday evening, while the boarders were at supper, PETZEL, as is alleged, went up stairs, broke open the trunk, and stole the money, with which he made his escape before the robbery became known. The accused is about 22 years of age, 5 feet 8 inches high, brown hair, smooth face, is a tinsmith by trade, and had a fresh cut on the inside of one of his hands three inches in length, which prevented him from working. GEITZ has been working hard four years to save up the money, which was every dollar he had in the world, and consequently he was unable to leave for his native country, as intended.

MYSTERIOUS DISAPPEARANCE.—A man named CHARLES SADLER, residing at No. 167 Market-street, Newark, went to New-York on Saturday morning, and was to return home to attend to a business engagement early in the afternoon, but to the present time has not made his appearance. At 10 o'clock that morning he took a drink with a friend at the corner of Nassau and Fulton streets, since which time there is no trace of him. He had with him a watch and chain, and is supposed to have had about $2,000 in money about his person. SADLER is about 40 years of age, and from the fact that he was a man of regular habits it is thought that he may have been foully dealt with.

ARREST OF A CHURCH ROBBER.—Yesterday morning Detectives FISCHER and WILLIAMS, of the Newark police, arrested a boy named WM. CROMPTON, residing at No. 48 Richmond-street, charged with having broken into the First Baptist Church in Academy-street, on Thursday afternoon, for the purpose of robbery. The boy subsequently admitted that he broke into the South Baptist Church in Kinney-street, about ten days since, and robbed the contribution box of about $10. The accused was committed for trial.

DEATH FROM BURNS.—Mrs. THERESA RYAN, of No. 285 Railroad-avenue, Jersey City, who was so shockingly burned by the accidental explosion of a kerosene lamp on Monday evening last, lingered in great agony until Thursday evening, when death terminated her sufferings. Coroner WARREN held an inquest last evening when a verdict in accordance with the facts was rendered.

NEW RAILROAD ARRANGEMENT.—The first through car over the Pennsylvania Central and consolidated roads, *via* Pittsburgh, Fort Wayne and Chicago, reached Jersey City over the New-Jersey Road on Thursday night.

BREVITIES.—A meeting will be held at Taylor's Hotel, Jersey City, on Monday evening next, for the purpose of organizing a "Post" division in Hudson County of the "Grand Army of the Republic."... The trustees of the Newark Conference Seminary have decided to locate the proposed Seminary at Madison. The erection of the edifice will be commenced at once.... A picnic will be held at Merseles' Grove on Monday next, for the benefit of the German Catholic Church in Jersey City, to assist in completing their edifice.... The Board of Councilmen of Hoboken have passed a resolution directing the Captain of Police to prevent organ-grinding and itinerant band-playing in the streets of the city.... The directors of the Second National Bank of Jersey City are about to commence the construction of an elegant building for their banking purposes.... Smallpox is reported to be raging quite extensively at Bridgeton, there being some thirty cases this week.... The New-Jersey Railroad Company have commenced the construction of a new freight depot, adjacent to the market-street Station in Newark. It will be of brick, one story high, 100 feet front and 60 feet deep.... MICHAEL T. DWYER, of Newark, formerly Lieutenant in the Third New-Jersey Cavalry, has received the appointment of Lieutenant in the Tenth United States Cavalry, and has been ordered to report at Fort Riley, Kansas.... C. B. PICKERING, night watchman in the employ of the Delaware and Raritan Canal Company, at New-Brunswick, fell into the canal a couple of nights since, and was drowned.... While SHOTWELL FRAZEE, of Rahway, was feeding a threshing-machine one day this week, his right hand was caught in the machinery, and was taken entirely off.... The members of the Eintracht Society of Newark paid their leader, Prof. CARL SCHMIDT, a surprise visit on Thursday night, and presented him with over $100 in greenbacks. Speeches, supper, lager and music was the subsequent order of arrangements.... The State House at Trenton is getting an outfit of elegant new furniture.

Murder of Judge Horne, of Georgia, by a Negro.

From the Americus (Ga.) Citizen, Aug. 14.

Early yesterday morning our town was excited to a great degree by the rumor that our respected fellow-citizen, Judge J. W. C. HORNE, of the eastern section of the county, near Danville, had the evening before been shot by some of his negroes and mortally wounded. We have just learned that he died this morning. The facts of the case are as follows: During the afternoon of Monday a strippling son of Judge HORNE had some difficulty with a colored girl in the field, who challenged him to fight or tussel, in the course of which young HORNE knocked the girl down. At night this son was sitting on the porch, when Judge HORNE stepped out of his house into his yard when he saw one of his negro men with a double-barrel gun in his hand, whom he asked what he was doing with a gun, with an order to put it up. On the instant the gun was fired twice, the negro throwing down his gun and running off. The ball entered the abdomen and another the side and passed into the bowels. After the Judge was shot he staggered and fell, sending a discharge or two of his pistol after the retreating negro who first fired at him. The son hearing the firing ran out in pursuit of the retreating negroes, but as he fell into a pit in the yard, they escaped. On his return he found his father lying on the ground, shot as above stated, and his face and head dreadfully bruised and cut, as if mangled with the butt end of a gun or pistol. He was removed into the house, and all the attention possible was given to his case.

Word was sent to our efficient Military Commandant, Capt. J. M. ROBINSON, who, with a file of men, immediately repaired to the scene of the difficulty for the purpose of arresting the perpetrators of the outrage and murder. He met one man on his way to town and took him back, while five others who had made their way here, were subsequently arrested and are now in jail, under strong guard, awaiting the necessary legal steps of affidavit and warrant, before they are turned over to the civil authorities.

Death of Hon. James Armstrong, of Pennsylvania.

From the Lycoming (Penn.) Gazette, Aug. 20.

Hon. JAMES ARMSTRONG died at his residence in this city on the 13th inst., in the 74th year of his age. He was the son of JOHN ARMSTRONG, of Berks County, in which county he was born on the 15th of February, 1794. His father removed to Milton with his family early in this century, where he continued to live until his death in 1811. JAMES ARMSTRONG early developed the self-reliant and vigorous energy which, through all his subsequent life, distinguished his career. He was fond of literature and cultivated his taste with assiduity and care. He settled in Williamsport with a view to the study and practice of law. He studied with Hon. JOSEPH B. ANTHONY, afterwards the presiding Judge of the District, and was admitted to the bar on the 23d of May, 1823. He was ...ndered an appointment to the Bench before the ...lective judiciary, but declined, and continued to pursue his profession with great success, until his appointment by Gov. POLLOCK to the Supreme Court, in 1857, to fill the place made vacant by the resignation of Judge BLACK. His strong domestic tastes distinclined him to the Bench, and he refused to be a candidate for the succeeding nomination. During the forty years of his active practice he never missed a court. He was one of the most distinguished lawyers in Northern Pennsylvania. He appeared before the Supreme Court of Philadelphia in the March term of the present year, which was his last appearance in any court. Few men have ever commanded a larger share of public confidence or more fully justified it. His integrity was unimpeachable, and his business life has been uniformly marked with a conscientious discharge of professional duty.

THE OIL FIRE AT MONTREAL.

Middleton's Warehouse and Contents Consumed—600,000 Gallons of Oil Destroyed.

From the Montreal Gazette, Aug. 20.

Between 12 and 1 o'clock on Sunday morning, Aug. 18, fire was discovered in one of MIDDLETON'S coal oil stores, on the line of the Grand Trunk Station. The store was about 800 feet long and 200 feet wide, (we judge these figures by the eye,) and contained, we are informed, 15,000 barrels of coal oil, each barrel containing 40 gallons, making 600,000 gallons. The hose was laid, but the firemen found that they could do very little good inside the building, for the barrels began rapidly to burst, and blow out the roof, which is covered over with sods and earth for better protection from fire from without. These barrels as they burst scattered the fire around. The bursting of course went on with increased rapidity as the heat became intense within, and shortly hundreds and thousands went together. We should explain that beneath this building the St. Pierre Creek runs toward the city in a northerly direction. Over this creek, and commencing at a distance of about two hundred yards from the coal oil shed, many hundreds of buildings are erected on wooden sleepers. In fact, it passes through a very populous suburb; and here lay a source of terrible danger. The barrels, as they burst, poured the fiery liquid into this stream, bearing it toward the city, which was only 200 yards off. This roaring flame, on the surface of the creek, which, from the sudden pouring out of thousands of barrels of oil, overflowed its natural bank, making a stream of forty or fifty feet wide and a foot deep on the banks where it had overflown, went slowly rolling forward, a column of the most furious fire, threatening the entire suburb. The whole city was illuminated, and we are informed by passengers who came up by the boat that they saw the light thirty miles off. On the other side of the railway track, within forty feet, were two other coal oil stores, containing 20,000 barrels of coal oil and benzine. To save these other stores, and to prevent at the same time the fire rolling into the suburb, was the object of the hour, and the crisis was supreme. To arrest the column it became evident that nothing but stopping the current of water above, and throwing up dams or dykes in the intervening space between it and the city, would be effectual. This work was accordingly commenced with extreme energy, men on the spot working with spades in intense heat, and men at a little distance from the stream cutting large sods, which others carried in their arms and threw on the dam. Before the first dam could be completed the liquid fire came on, but it was held in check for a while by the embankment already raised. The men retreated about a hundred feet, and commenced another. The heat at this point was very great. The men suffered greatly, but did not flinch. In about half an hour the second embankment was completed to the height of three feet, and it was not ready any too soon, for the fiery liquid now began to overflow the first, and came rolling along against the second. Again the heat compelled the men to retreat, and another embankment was commenced forty or fifty feet more distant. The fire, however, did not pass the second embankment, the back of which was kept wet by the hose playing upon it, to prevent the sods from burning and the clay from crumbling away. A still further embankment was thrown up at the bridge at Grand Trunk-street, as a measure of ulterior precaution, and this was the last.

When the fire was in its height, the Assistant Chief sent word to Mr. PERRY, that unless he could come with assistance from his side, he was afraid the stores on the opposite side of the track (which were covered with earth and sods in the same way as that on fire) could not be saved, and with their ignition, nothing could save the Grand Trunk Works at Point St. Charles, in the immediate vicinity, and a large portion of the city. Assistance was immediately afforded, but at this point the fire was most furious. A culvert passed under the track of the railway connecting the two sides opposite the Oil Stores. Through this culvert flowed the burning oil, which ran along the ditch immediately in front of the other stores, and the fierce flame was within ten feet of their doors. The peril was very great. All that could be done was for the firemen to shelter themselves behind the embankment, keep the sods wet and throw water on the doors.

There was a shunting track alongside of the store which was burned, on which were four or five cars, and nothing can convey a better idea of the heat than the appearance which the remnants of these cars presented after the fire. The wheels nearest to the sheds, which were of cast iron, were melted away, and the fire which melted these wheels was not 40 feet distant from the stores on the opposite side, and, in fact, it flowed only about 10 feet from their doors. The fire was set to this store, beyond a doubt, by an incendiary; and we regret to have to state that the first line of hose which was put down was cut open by some miscreant within three minutes after it was laid. Over a week ago notice was given to several of the insurance offices, in writing, that this store would be burned down, and two of the insurance agents, for a week past, have had watchmen there. The value of the oil destroyed is very great. We don't know the exact value, but reckoning the,600,000 gallons at a shilling a gallon we shall have a value of $120,000, besides the sheds and cars burned and damage done to the railway track. The fire lasted in force from 1 to 8 o'clock. It is still burning as we write. We understand Mr. MIDDLETON was very slightly insured. The oil belonged to various parties, many of whom could not obtain insurance on it. We have heard it stated that all the insurance companies will suffer, and some of them heavily. It is said the Western, of England, loses $10,000 or $15,000; the Western, of Canada, $10,000, and the Home $10,000 to $12,000. These are the largest amounts. The others are losers, but not so great.

The Last Annuity Paid to the Ottawas.

From the Lawrence (Kansas) Journal, Aug. 18.

Friday we witnessed